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The Illustrated London News,
JANUARY 5, 1957

THE ILLUSTRATED LONDON NEWS.



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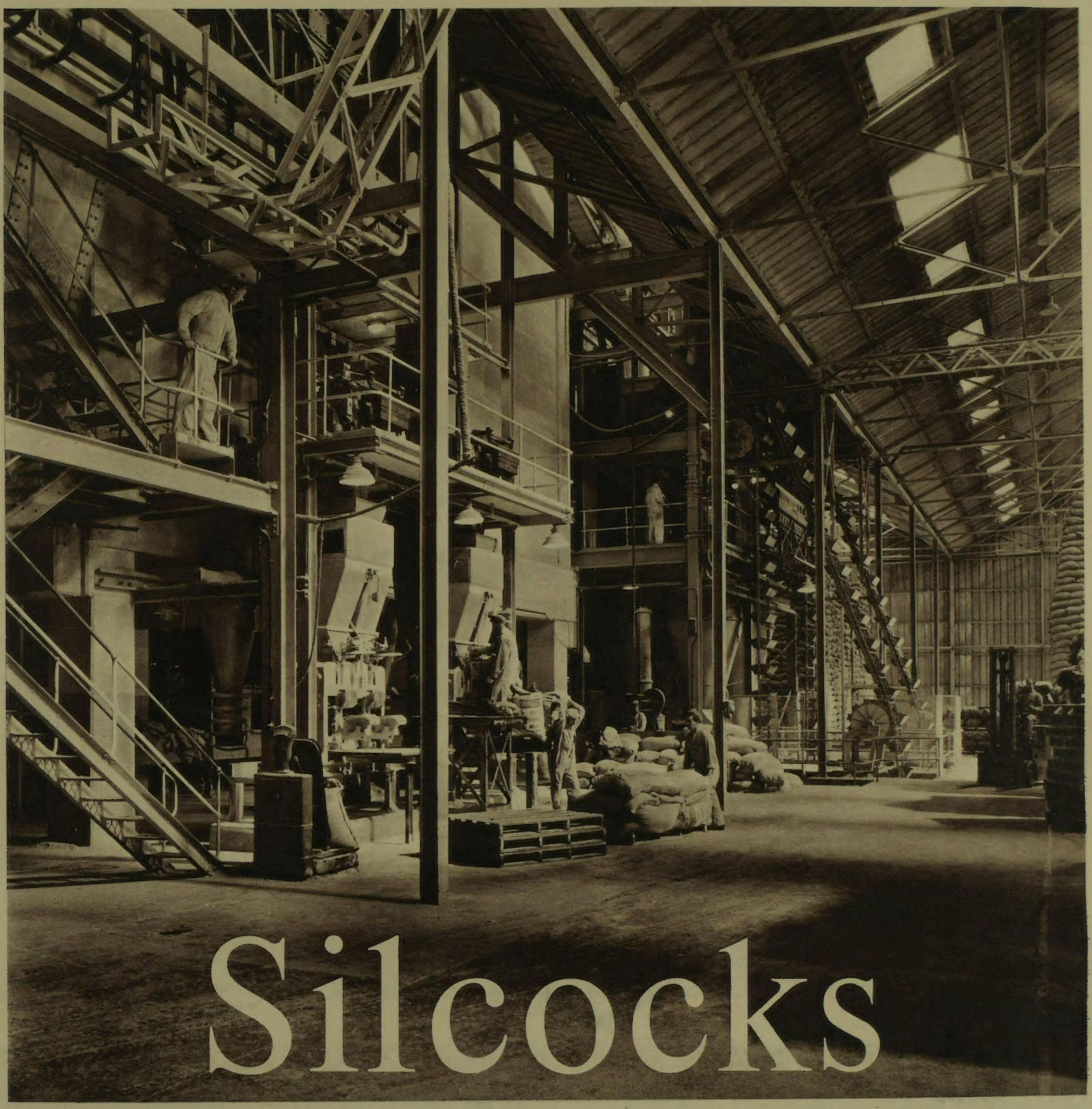
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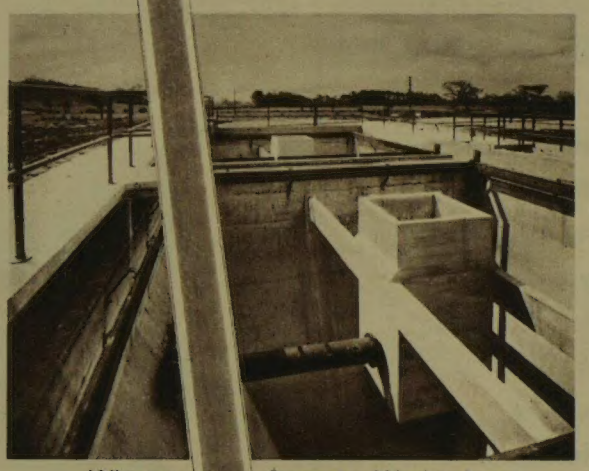
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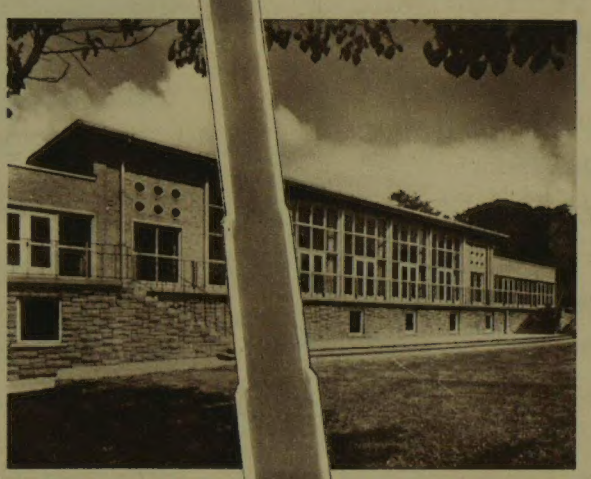
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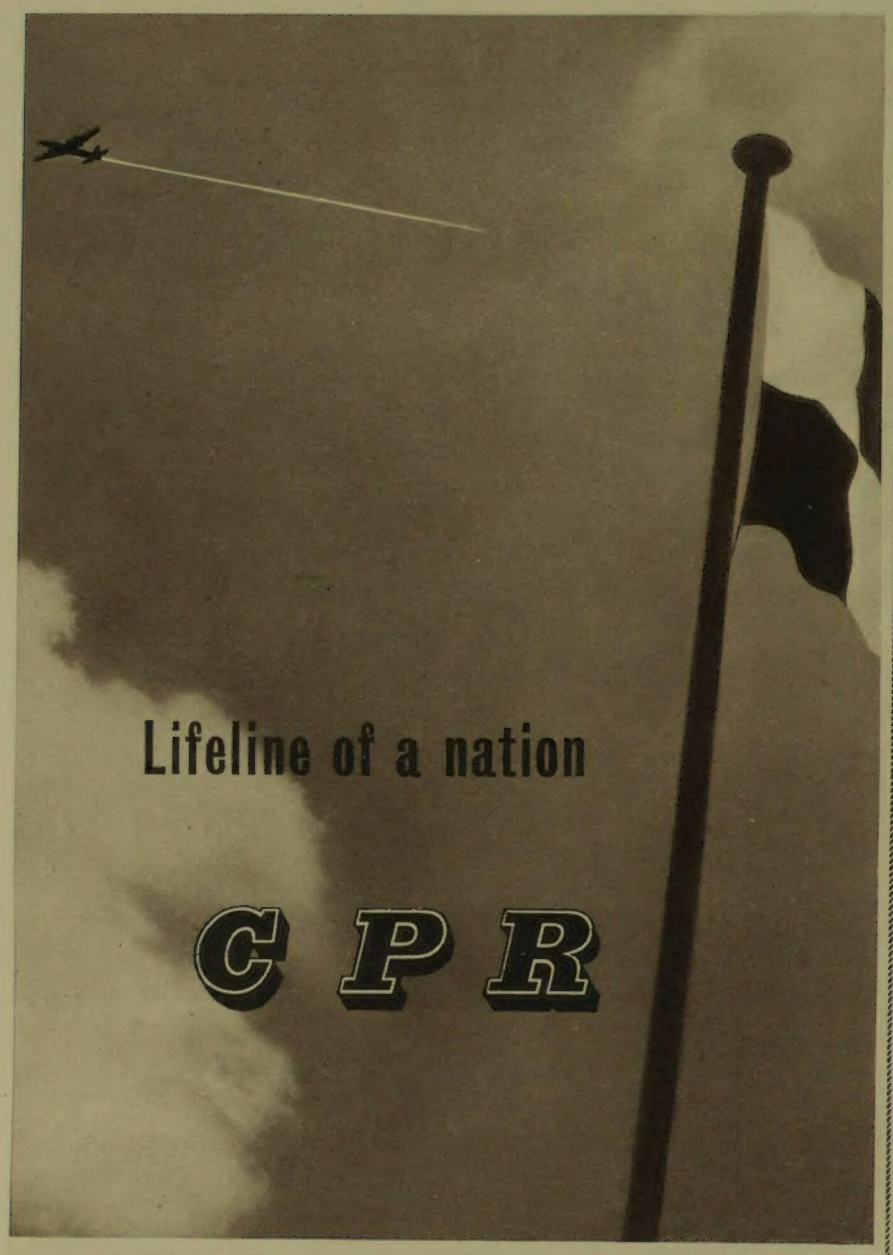
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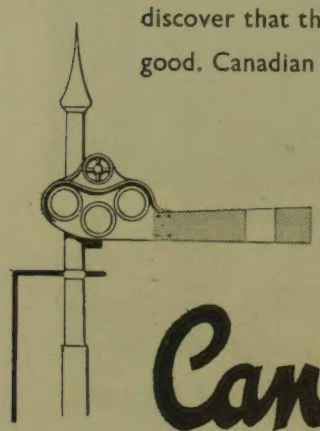
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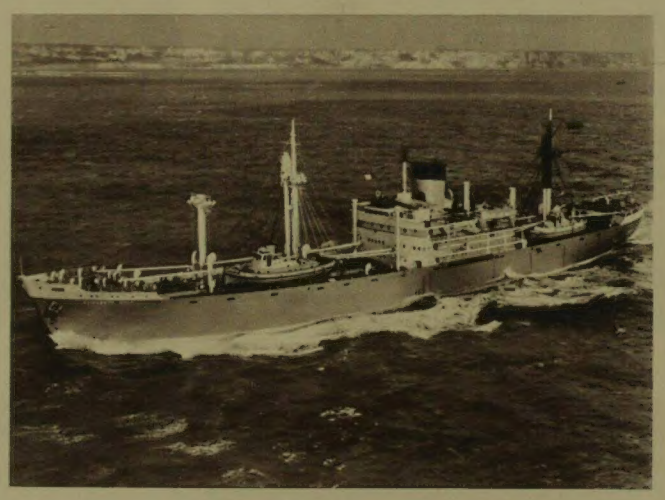
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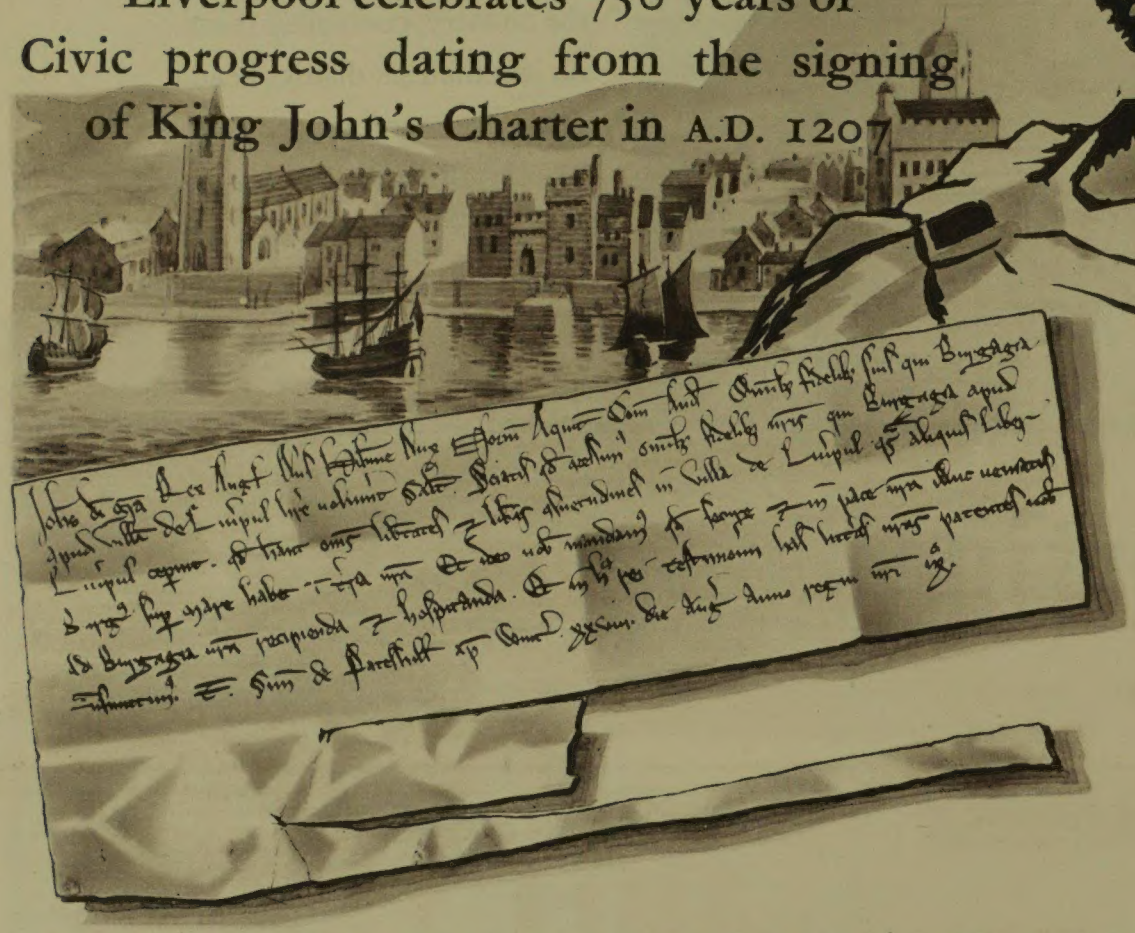
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1207 - 1957

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FREE TRANSLATION OF KING JOHN'S CHARTER

JOHN, by the grace of God, King of England, Lord of Ireland, Duke of Normandy and Aquitaine, Count of Anjou, to all his faithful subjects who wish to have burgage-holdings in the township of Liverpul, greeting. Know ye that we have granted to all our faithful subjects who take burgage-holdings at Liverpul that they shall enjoy within the township of Liverpul all the liberties and free customs which any free borough upon the sea hath within our land. Wherefore we command that ye come thither unmolested and under our protection to receive and dwell in our burgage-holdings. In witness whereof we send unto you these our letters patent. Witness, Simon de Pateshill. At Winchester, the twenty-eighth day of August, in the ninth year of our reign.

Liverpool is proud of its long history, and later this year City and citizen alike will be celebrating the incorporation by King John of the borough on the bank of the Mersey.

These celebrations have been calculated to offer something worthy of the occasion, for it will be an attempt to portray Liverpool's part in the pageant of Britain's history and the City's contribution to the industrial and commercial life of the modern world.

This will be achieved in a series of major exhibitions, including an imaginative portrayal of the whole sweep of the Liverpool story from 1207 to date, staged in the Walker Art Gallery. Near the very heart of the City, an industrial exhibition will offer 75,000 feet of covered space, in which will be depicted Merseyside's contribution to the nation's economy. The romance of Liverpool's shipping will be told in an unrivalled display of ship models, charts and pictures telling the tale of the City and the sea.

Culturally, there will be the Philharmonic Orchestra with a panel of the great conductors the country can command and artistes of international repute. Theatres will offer fare which doesn't come the way of the provinces.

The streets will be decorated. There will be a band round the corner. There will be sporting attractions to suit your taste.

In short, the City is giving a party—would you like to come along.

LIVERPOOL AS A CENTRE...

Liverpool is the ideal centre for visitors to the North West. The Mersey Tunnel is one of the greatest engineering enterprises in the world. Liverpool is the only City currently building an Anglican and Roman Catholic Cathedral. It provides shops galore, theatres, cinemas, concert halls, a wide choice of sport, baths, art galleries, museums and libraries. It is adjacent to Southport, New Brighton and Chester, and is a jumping off place for North Wales and the Lake District.

Please write to reserve a personal copy of the Programme of Events which will be mailed to you, free of charge, as soon as it is published.

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SATURDAY, JANUARY 5, 1957.



A SOMEWHAT HUMILIATING END TO ONE OF THE BEST PLANNED AND EXECUTED COMBINED OPERATIONS : THE LAST BRITISH TROOPS AND ARMOUR TO LEAVE PORT SAID ENTERING A LANDING-CRAFT ON THE EVENING OF DECEMBER 22.

The brilliant Anglo-French combined operation, which opened on the dawn of November 5 with the dropping of parachute troops and ended with the cease-fire at midnight on November 6-7, saw the occupation of Port Said and Port Fuad and of the Suez Canal as far south as El Cap in that brief period. Thereafter, thanks to political considerations, the operation turned to frustration and humiliation, as our troops scrupulously observed the cease-fire, the U.N. Emergency Force began to arrive and the Egyptian irregulars gained courage for innumerable breaches of the cease-fire agreement. In December the withdrawal of the English and French forces from Egypt, in accordance with the agreement, was completed, the last French troops leaving Port Fuad in the afternoon, after a ceremonial march through the town with a military band playing, the last British troops, the 1st Bn. The West Yorks, two companies of The Royal Scots and a squadron of the 6th Royal Tank Regiment leaving towards evening the same day. General Stockwell was present to see all his troops embark and the last British soldier to leave was Brigadier H. Grimshaw, commanding the 19th Brigade.

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By ARTHUR BRYANT.

FEW places in England, historically speaking, are new. Most are very old, even those which most pride themselves on their modernity. A century ago the people of Liverpool thought of themselves primarily, and all Britain thought of them in this way too, as a very up-to-date community, the latest word, as it were, in commercial enterprise and maritime pre-eminence. Yet to-day Liverpool, whose population was then 375,000 and is now 786,000, is about to celebrate the 750th anniversary of the granting of its first Charter. Our English civilisation, in other words, is a very ancient one—not as ancient as that of some countries, like China and Egypt, but, unlike theirs, of unbroken continuity and, until very recent years, of unbroken progress. And though Liverpool, by English standards, is a modern city compared with Canterbury or Colchester, York or Lincoln, Gloucester or its near neighbour, Chester, it makes Boston, Massachusetts, or New York appear in comparison a parvenu. And this is the more curious, for without the North American trade Liverpool, though it would still be very old, would almost certainly be very unimportant.

The place began, so far as we know—for it may be older—as a Bronze Age settlement nearly 4000 years ago, a fact attested by the Calderstones, six sandstone boulders bearing cup and ring markings and situated at the junction of the townships of Allerton, Wavertree and Little Woolton, after one of which the genial statesman who fed Britain during the blitz and the bleak war-years took the title of his richly deserved earldom. Later—much, much later, about a thousand years ago—it became a Viking settlement, as certain of its familiar place-names—West Derby, Toxteth, Kirkby, Thingwall—clearly indicate. The "thing," it will be remembered, was the name of the Viking popular assembly, and I suppose that Thingwall commemorates a wall where these rude pioneers of Liverpool democracy foregathered for their debates and law-giving; one likes to think of Mrs. Braddock, that stalwart champion of free speech, having such a long and honourable Parliamentary descent. Liverpool, however, was then very small beer indeed, a mere "berewick" or submanor of the Manor of West Derby, the capital of the local "wapentake" or "hundred." It is not even mentioned in the Domesday Survey and the first use of its modern name does not occur until towards the end of the twelfth century when, in the reign of Richard Cœur de Lion, Prince John—who was governing, or misgoverning, England during his royal brother's absence on crusade—confirmed an earlier grant of the place to Henry Warine de Lancaster, son of his father's falconer. Fifteen years later, on August 23, 1207, the same naughty but maritime prince, now King of England, formally purchased Liverpool for the Crown, and five days afterwards, at Winchester, issued the Letters Patent which created it a borough and port. In this document, addressed "to all his faithful subjects who wish to have burgage-holdings in the township of Liverpool," he announced that those taking such holdings "shall enjoy within the township all the liberties and free customs which any free borough upon the sea has within our land" and shall dwell there "unmolested and under our protection." His motive for doing so was clear; he required a harbour, free from baronial power—for the ancient city and port of Chester belonged to the great Palatine Earl of that name—where his ships could embark troops and supplies for and from Ireland, of which his father, Henry II, had made him Lord. And it was on the Irish trade, such as it was, that Liverpool's earliest fortunes as a port were founded.

Yet for many centuries it remained very "small beer." It had a hall or tower, which later became a castle, a chapel—for it did not become a separate parish till the seventeenth century—seven streets, some of whose homely names still survive, and its pool or harbour and river for ships. It also possessed a corporate seal with an emblematic eagle bearing in its beak a Plantagenet broom-sprig, from which the famous but fabulous "liver" bird of popular fame is probably derived. At one time, because of Liverpool's growing connection with the sea, this bird was supposed to be a cormorant and the broom in its mouth a piece of seaweed. For more than four centuries after the grant of its charter—as great a space of time almost as divides us from the Wars of the Roses—Liverpool continued to be a small half-mercantile, half-rustic community of fishermen, farmers and small tradesmen; in 1340, six years before Crecy and nine before the Black Death, its eighty-six poll-tax-paying householders included nine cobblers, five fishmongers, four drapers, two smiths, a franklin, a tanner, a dyer, a butcher, a carpenter, a baker, a weaver, a chaloner or blanket-maker, and no fewer than eighteen brewers, from which it may be deducted that the King's "honest men of Leverpul" and of the neighbourhood had thirsty whistles! There was a fishyard, an orchard and dovecot, a ferry, a windmill and horse-mill, a market and an annual fair. During the latter Middle Ages, possibly as a result of the Black Death, from which the little town suffered severely, it seems to have declined in importance, for, though it returned two Members of Parliament in 1295 and 1307, it was not represented at Westminster again until 1545 at the close of Henry VIII's reign. Thereafter, with the growth of the Irish trade and the silting-up of the Dee and consequent decline of the port of Chester, Liverpool began gradually to climb to importance. In the middle of the sixteenth century, the Town Books began, with their wealth of information about the borough's affairs. In the reign of Elizabeth, though still with only about 2000 inhabitants, the place had an imposing array of civic functionaries, including four Merchant Praisers or assessors of rates and customs, a Sergeant at Mace, a Water Bailiff, a Town Customer, a Keeper of the Common Warehouse, two Levelookers or market overseers, two Booth Setters, two Setters of Fleshboards, two Alefounders, two Collectors of Cart Money, two Stewards of the Common Hall, four Scavengers or, as they grandly called themselves, Overseers for Cleansing Streets, two Moss Reeves, a Hayward, a Wait or Town's "Musicioner," and, of course, a Town Clerk and Recorder. One suspects that this galaxy of local bureaucrats must have seemed rather oppressive at times to the townsfolk; towards the end of James I's reign one Town Clerk insisted that no one could deprive him of his office and that "whosoever the divell was Mayor, he would be the town's clerk." The English have a way, however, of getting rid of petty tyrants, and in the end, it is reassuring to know, he went.

After suffering the usual vicissitudes in the Civil War and Interregnum—a most unpleasant time for everyone—Liverpool's spectacular rise to wealth and a leading part in the world's affairs began with the Restoration. Its cause was the transatlantic trade in West Indian sugar and Virginia tobacco brought about by the establishment of the British plantations and settlements in the New World. By the end of the seventeenth century, when Celia Fiennes visited it, Liverpool had a population of 6000, "houses of brick and stone built high and even," and "abundance of persons . . . very well dressed and of good fashion." A century later its population had increased to 80,000 and the ships habitually using its port from about 100 to nearly 5000. By then it had become the port *par excellence* of the new industrial North and the centre of the lucrative slave trade that laid the economic foundations, *inter alia*, of the United States of America. The abolition by early-nineteenth-century Parliaments, first of the Slave Trade and then of slavery in the British Empire, did not, however, halt Liverpool's rising commerce, wealth and population. The rest is not history, but common knowledge. Yet, for all its vast docks, shipyards and industries, its enormous extent, its fine civic buildings and magnificent modern cathedral or cathedrals—for it has two, among the finest architectural achievements of our age—the secret of Liverpool, like that of nearly all British cities, lies in its long past. Its visible emblem is the rude "liberty stone" in Castle Street, where seven centuries ago the traders who marketed their wares at its annual fare could obtain immunity from arrest.

ADOPTED BY THE DUTCH AND FRENCH NAVIES: BRITAIN'S AIRCRAFT CATAPULT.



DESIGNED AND DEVELOPED IN BRITAIN: THE STEAM CATAPULT FOR LAUNCHING JET AIRCRAFT FROM CARRIERS; SHOWN IN DIAGRAMMATIC FORM AND AS FITTED TO H.M. AIRCRAFT-CARRIER *PERSEUS*.

It was recently announced that the steam catapult, designed and developed in Britain, and at present being used operationally in some British and American aircraft-carriers, has now been adopted by the Royal Netherlands Navy and the French Navy. The U.S. Government has acquired the right to manufacture these catapults, and a number of carriers, including the new 70,000-ton *Forrestal*, are equipped with them. The above diagrammatic drawings are taken from a Panorama by our special artist, Mr. G. H. Davis, which was published in our issue of June 20, 1953.

THE TRAGEDY OF A YOUNG BRITISH OFFICER: 2ND-LIEUT. MOORHOUSE'S DEATH.



ANTHONY MOORHOUSE, AT THE AGE OF ELEVEN. (INSET IN CENTRE OF PAGE) COLONEL CYRIL BANKS, M.P., WHO VISITED COLONEL NASSER IN AN ATTEMPT TO SAVE 2ND-LIEUTENANT MOORHOUSE'S LIFE.



IN A SCHOOL CRICKET TEAM, AND ALSO AT THE AGE OF ELEVEN. ANTHONY MOORHOUSE IS THE SEATED WICKET-KEEPER IN THE CENTRE, WEARING PADS AND GLOVES.



WHEN THE FALSE HOPE WAS RAISED THAT THE YOUNG OFFICER WAS STILL ALIVE: THE MOORHOUSE FAMILY—HIS PARENTS AND BROTHER AND SISTER—IN LEEDS DECORATING A CHRISTMAS TREE.



THE TWENTY-YEAR-OLD 2ND-LIEUTENANT ANTHONY GERARD MOORHOUSE, OF THE WEST YORKSHIRE REGIMENT. HE DIED, IT IS NOW STATED, ON ABOUT DECEMBER 15.

As reported in our issue of December 22, 2nd-Lieutenant Anthony G. Moorhouse, of the West Yorkshire Regt., was abducted by Egyptian irregulars in Port Said on December 11; and despite a drastic search of the area by British troops was not found. On December 22, however, it was announced that Lieutenant Moorhouse had been seen alive by a United Nations officer, and it was assumed that he would be shortly released. Meanwhile Colonel Cyril Banks, the Independent M.P. for Pudsey, at the request of Lieutenant Moorhouse's father, had flown out to Egypt, where, through the good offices of a Lebanese friend, he was able to see Colonel Nasser. As a result of this visit he learnt that Lieutenant Moorhouse was dead; and on his return to London on December 26, Colonel Banks made a long report to the young officer's parents and to the War Office. On December 29 the War Office issued a statement that Lieutenant Moorhouse had died on or about December 15 as a result of suffocation, having been concealed in a steel box, while the area was searched. An Egyptian paper, *Al Ahram*, told much the same story at greater length and added that the body was buried under a staircase at dead of night. Another paper, *Al Goumhouria*, said that the officer was left in a cupboard, bound and gagged, and was later found to be asphyxiated.

A DISASTROUS FIRE IN CALIFORNIA.



NEAR MALIBU: FLAMES BURNING FURIOUSLY THROUGH HOMES IN LATIGO CANYON, IN THE SANTA MONICA MOUNTAINS.



FOLLOWED BY A SEA OF FLAMES: FIREMEN AND NEWSPAPERMEN RUNNING DOWN A MALIBU ROAD AFTER THE WIND CHANGED THE FIRE'S DIRECTION.



ABOUT EIGHT MILES FROM MALIBU: FIRE-FIGHTING EQUIPMENT STANDING BY AS THE BRUSH FIRE LEAPS TOWARDS HOUSES AT NICHOLSON FLAT.

ON December 28 the Governor of California, Mr. Goodwin Knight, declared a state of disaster in the south-west of California. A fire, which swept down to the coast from the Santa Monica Mountains, in five days overran some 43,000 acres, destroying sixty-seven homes and causing one death. A second brushwood fire, believed to have been deliberately started, broke out on December 27 in Malibu township, and by the following morning had burnt over 1800 acres. A large Franciscan monastery, a colony of twenty large houses and a new motel were saved by a desperate last-ditch stand by firemen near Santa Monica. In the general area of the fire, the homes of many of Hollywood's film actors and actresses were threatened. At the time of writing there are hopes of the fires being brought under control in the near future. The U.S. Sixth Army has offered California the assistance of "all the armed forces in the west" to supplement the local efforts.

ALGIERS RIOTS DURING A FUNERAL.

ON Sunday, December 30, incidents described as being among the worst which have occurred between the civil population in North Africa for several years, took place during and after the funeral of M. Froger in Algiers. M. Froger, who was seventy-four, was murdered by a terrorist—a young Moslem aged about twenty—as he was leaving his home on December 28. M. Froger, who was President of the Federation of Algerian Mayors, had been active in support of the views and wishes of the Right-Wing sections of Algerian French settlers. During the clashes between Europeans and Moslems on December 30, seven Moslems were reported to have been killed and about fifty injured. The incidents started as the coffin, accompanied by a large European crowd, was passing the United States Consulate-General.



IN ALGIERS: PART OF THE HUGE AND ANGRY CROWD WHICH GATHERED IN THE STREETS TO FOLLOW THE FUNERAL OF M. FROGER ON DECEMBER 30.



MURDERED BY AN ALGERIAN TERRORIST: M. AMEDEE FROGER, WHO WAS PRESIDENT OF THE FEDERATION OF ALGERIAN MAYORS AND HAD BEEN MAYOR OF BOUFARIK FOR OVER THIRTY YEARS.



DURING THE FUNERAL OF THE ASSASSINATED MAYOR: ONE OF MANY UGLY INCIDENTS DURING CLASHES BETWEEN EUROPEANS AND MOSLEMS IN ALGIERS. AT ONE TIME THE CROWD GREW TO 10,000.

THE DUKE OF EDINBURGH IN NEW ZEALAND; AND THE TEST MATCH.



WATCHED BY A HUGE CROWD: THE FIRST TEST MATCH BETWEEN ENGLAND AND SOUTH AFRICA—A SCENE ON THE OPENING DAY IN JOHANNESBURG.

The first Test match in the present series between England and South Africa took place in Johannesburg from December 24 to 29 and resulted in a win for England by 131 runs. There was no real hope for South Africa on the last day when the scoreboard showed 40 for seven, but there were just sufficient spectators to bring the number for the match to 100,000, a record gate for Test matches in South Africa. South Africa's second innings score was their lowest at home for sixty-eight years. They were bowled out for 72 in a match memorable for Bailey's bowling and Richardson's very long first innings for England, in which he made 117 runs. The second Test match was to be held at Cape Town from January 1 to 5, and the third at Durban from January 25 to 30.



AT WAIRAKEI: THE DUKE OF EDINBURGH TALKING TO ENGINEERS AFTER A "STEAM BORE" (CENTRE) HAD BEEN BLOWN IN HIS HONOUR. A 600 FT. PLUME OF STEAM SHOT UP FROM 2000 FT. BELOW THE EARTH.



AT A DAIRY FARM NEAR CHRISTCHURCH: THE DUKE OF EDINBURGH INSPECTING AN AIRCRAFT USED FOR AGRICULTURAL WORK.

When the Duke of Edinburgh visited Wairakei, in the centre of North Island, New Zealand, on December 14 he watched deep-bore sinking for the power station which is to convert the geothermal power of this volcanic area into electricity. On December 17 the Duke inspected a model 220-acre Canterbury dairy farm at Belfast, near Christchurch, and inspected a Percival aircraft being used for agricultural work.

A WINDOW ON THE WORLD.

WILL DYARCHY WORK IN CYPRUS?

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

THE constitution for Cyprus proposed by Lord Radcliffe has the marks of the skill and originality which he might have been expected to reveal. Indeed, even those most confident that he would handle a difficult task brilliantly may be astonished by the statesmanlike quality of his plan. He is more than a great lawyer, one of the greatest of our time. His vision takes in not only ideals to be attained but the political stresses and controversies which stand in the way of their attainment. He has refused to be tied to the conventional or the formal. The result of his labours is interesting and, within its limitations, promising.



LEADING A SEARCH FOR TERRORISTS IN THE TROODOS MOUNTAINS, IN CYPRUS: LIEUT.-COLONEL ARTHUR CAMPBELL, OF THE SUFFOLK REGIMENT, WEARING A FUR HAT FOR PROTECTION FROM THE COLD.

Yet these limitations are also important. The simpler, and that which faces the lesser obstacle—though even this may prove formidable—is that the plan demands a situation in which people "may express their will by voting and their views by speaking without fear of terrorism or intimidation." He can say personally that he hopes his scheme will look sufficiently attractive to act as a strong influence in bringing about this situation, but it is not for him to write into the scheme any suggestion as to how this is to be effected, and the constitution cannot be started up until the situation appears. What is still more significant is the fact that he has not been asked to deal with development. The whole question of self-determination lies outside the scope of Lord Radcliffe's proposals.

It is, then, doing the constitution-maker no injustice, and certainly not belittling his accomplishment, to comment that he has been precluded from dealing with the side of the problem which is the only one wherein the people of Cyprus take a serious interest, or the Government and people of Greece any interest at all. For both the question has been whether or not a time-limit within which the right to exercise self-determination would be granted could be expected. The principle had already been admitted. It was up to the British Government to elaborate the Radcliffe scheme as far as it felt it could by a pronouncement on this subject. The pronouncement made was vague. "When the international and strategic situation permits," said Mr. Lennox-Boyd, and if self-government were working well, the Government would be ready to review the question of self-determination.

The proposed constitution is a dyarchy, with two systems of law-making. Three subjects—those of defence, foreign affairs and internal security—are reserved to the Governor. All other subjects come under the control of a single-chamber elected legislative assembly. It may be added that dyarchy is a system of which the Commonwealth has had a good deal of experience and which has come to be looked on as a step towards greater freedom. The Legislative Assembly consists of 36 members, of whom 24 are to be elected without any reservations and will therefore in practice be Greek, six will be Turkish and six will be nominated. This automatic Greek majority and the absence of official members is a democratic advance.

The Governor has two distinct functions. In dealing with the reserved subjects he is an autocrat, though not an irresponsible autocrat, since the Minister in Whitehall stands behind him. As regards the subjects which come under the heading of self-government, he will withdraw himself and abstain from taking part in the meetings of the Cabinet or the Legislative Assembly. He himself is, however, the judge as to whether a Bill presented for his assent trenches upon matters reserved to him. This certainly assumes that Governors appointed will be of an exceptionally high standard, but it does not appear to be a grave objection. It certainly would not of itself warrant the rejection of the scheme, if otherwise acceptable.



SNOW IN "SUNNY" CYPRUS: A RADIO COMMUNICATIONS POST OF THE SUFFOLK REGIMENT IN ACTION DURING THE RECENT ANTI-TERRORIST CAMPAIGN.

Although there has been something of a lull in terrorist activities in Cyprus during recent weeks, the search for Eoka terrorists continues. One such search was undertaken by men of the Suffolk Regiment, who carried out their operations in the Troodos Mountains in deep snow and bitter cold. On December 27 Eoka terrorists attacked the police station at Alona, in south-west Cyprus. This was the first major activity by Eoka in the mountain regions for some weeks. On Christmas Day there had been four minor bomb incidents in Nicosia.

For my present purpose it is not necessary to go into other provisions in detail, or even to mention them all. The Chief Justice is to be appointed from outside Cyprus and the numbers of the judges of the Supreme Court are to be equally balanced between Greek Cypriot and Turkish Cypriot. The detail which strikes the non-legal observer as most curious and questionable is the Joint Council, meeting under the chairmanship of the Governor, the purpose of which is to keep those concerned with reserved subjects and the self-governing side informed of what the other is doing and proposes to do.

Apart from the inability of the British Government to fix or even suggest a time-limit within which self-determination can become practical politics, the statement of Mr. Lennox-Boyd that self-determination must include partition "among the eventual options" is most to be regretted. It might indeed prove to be disastrous. The Minister seemed to hedge later when he said he was not *proposing* partition. If a large man in a dark lane said to me: "Hitting you on the head with this cosh must be among the options before me," I should not feel comforted by the reflection that he had not proposed to do so. Partition is unsuitable for Cyprus. It would be intolerable to the Greek community. It might wreck the Radcliffe scheme, if nothing else did.

The question would not, of course, arise if Cyprus were to elect to remain in the British Commonwealth. It is evident that some hope remains in Britain, at least in Whitehall, that such will be the eventual solution of the problem. There would be no one in this country who would wish to deny the right of Cyprus to exercise that sort of self-determination. It is to be feared, however, that those who consider this a possibility are the same people who have been trying to make a sceptical world believe that the agitation for *enosis* is maintained solely by sixty terrorists. I am inclined to go so far as to say that the Radcliffe proposals, were they not imperilled, to put it mildly, by the lack of the time-limit for self-determination, the unfortunate hint of partition, and the refusal to allow the return of Archbishop Makarios, would be worthy of the acceptance and backing of all concerned.

Over the Archbishop it looks at the time of writing as though our Government had got itself into the difficulty that nearly all thinking people prophesied would occur when he was exiled. The Greek Cypriot community is not without potential spokesmen, but so far none of them have shown themselves willing to appear as such. Now the time has come when there is urgent need for one who is not merely ready to assume the responsibility but also acceptable without hesitation by the community. The Government is doubtless right in believing that the Archbishop's return to the island at this juncture might arouse a nationalistic fervour unfavourable to calm contemplation of its proposals, but there is no reason to suppose that his enforced absence from Cyprus will make the proposals of the occupying power more attractive.

My general conclusion is, then, that Lord Radcliffe has, within the field left open to him, done a splendid piece of work, but that the field is too narrow. It was for the British Government to enlarge it, and this it has been unable or unwilling to do. I may be wrong, but I cannot feel that there is much popular appeal in a scheme which, by reason of the limitations imposed upon its author, does no more than adumbrate a constitution for Cyprus as a British colony with a partial measure of self-government. It may be, as it has been in this case, a brilliant feat to produce a constitution, but if that is not what the discontented are looking for, it is unlikely to suffice. I hope that a degree of statesmanship worthy to be linked to the efforts of Lord Radcliffe will not be lacking.

GAZA AND EILAT—SIGNIFICANT ISRAELI POLITICS AND ENTERPRISE.



A FORERUNNER TO A MUCH LARGER AND MORE IMPORTANT PIPELINE? WELDERS AT WORK ON THE 8-IN. PIPELINE WHICH WILL SHORTLY CONNECT EILAT AND BEERSHEBA, WITH ARMED ISRAELI GUARDS STANDING BY.



A SIGNIFICANT DEVELOPMENT: THE ISRAELI FRIGATE *MISNAK* ENTERING THE HARBOUR AT EILAT, IN THE GULF OF AKABA. SHE HAD SAILED ROUND THE CAPE.



COLONEL GAON (LEFT), THE GAZA MILITARY COMMANDER, WELCOMING AN ARAB NOTABLE TO A COUNCIL MEETING AT DEIR EL BELA.



IMPROVING ARAB-ISRAELI RELATIONS: AT A RECEPTION FOR ARAB LOCAL COUNCILLORS IN THE GAZA STRIP, AN ISRAELI GIRL SOLDIER OFFERS AN ORANGE TO A LOCAL MAYOR.



ATTEMPTING TO MAKE HIMSELF UNDERSTOOD BY A GROUP OF ARAB CHILDREN, AN ISRAELI SOLDIER DRAWS ON HIS PAD TO EXPLAIN.



IN THE NEWLY-INSTALLED LOCAL COUNCIL AT DEIR EL BELA, THE ARAB CHAIRMAN SPEAKS, WITH THE ISRAELI COMMANDER BESIDE HIM.



PETROL RATIONING IN THE GAZA STRIP: AT ONE OF THE VILLAGES, AN ISRAELI GUARD, ARMED WITH A BATON, CONTROLS A QUEUE OF WAITING ARAB VILLAGERS.

Of recent developments in Israel, much attention has naturally been paid to the Gaza Strip, where the Israelis have been acting and organising on the basis that this area will not be returned to Egypt; and after some trouble in November were winning some co-operation from the local Arab population. In the meanwhile, at Israel's southernmost point and only outlet to the Red Sea, Eilat, the small harbour which lies at the head of the Gulf of Akaba, side by side with the Jordanian port (and British base) of Akaba itself, there have been developments of the greatest significance. The Israelis are hard at work completing a small (8-in. diameter) oil pipeline linking Eilat and Beersheba, and it is expected that this will be in commission in the spring. This would carry oil, brought up the Gulf of Akaba by boat, a procedure only possible since the Israelis captured the Egyptian post on the island of Tiran, at the mouth of the gulf. Meanwhile, an Israeli frigate has sailed from the Mediterranean round Africa to Eilat and taken station there. It also seems that the French will participate in laying a 30-in. pipeline from Eilat, parallel with the smaller pipe and leading on to the Mediterranean.

AN URGENT TASK FOR U.N. SALVAGE TEAMS: CLEARING THE SUEZ CANAL.



CLEARING MINES FROM THE SUEZ CANAL: A UNIT OF THE EGYPTIAN NAVY REMOVING MINES BETWEEN EL CAP AND EL KANTARA.



BLOCKING THE CANAL NEAR ISMAILIA: A CAPSIZED EGYPTIAN CARGO VESSEL WHICH WILL BE REMOVED BY UNITED NATIONS SALVAGE VESSELS.



A FALSE START IN SUEZ HARBOUR: AN EGYPTIAN CRANE AT WORK ON THE SUNKEN *ZAMALEK* WHEN OPERATIONS STARTED FOR A PERIOD ON DECEMBER 27.



ONE OF THE LARGEST REMAINING OBSTACLES IN PORT SAID HARBOUR: THE SUNKEN SUCTION DREDGER *PAUL SOLENTE*.



NOW WORKING UNDER UNITED NATIONS SUPERVISION: A BRITISH DIVER COMING TO THE SURFACE AFTER INSPECTING A WRECK IN PORT SAID HARBOUR.



A TANKER SUNK IN SUEZ HARBOUR: ONE OF THE MANY OBSTACLES WHICH THE UNITED NATIONS SALVAGE TEAMS WILL HAVE TO CLEAR.



ANOTHER OBSTRUCTION IN SUEZ HARBOUR: IT IS NOW HOPED THAT A CHANNEL THROUGH THE CANAL WILL BE CLEARED BY EARLY MARCH.

After prolonged delay and discussions, Lieut.-General Wheeler, who is in charge of the United Nations Suez Canal clearance operations, announced on December 30 that by early March the Canal would be cleared for ships up to 10,000 tons. "After the completion of consultations," said his statement, "clearance operations will be initiated at full speed to-day in full co-operation with the Egyptian authorities." It was estimated that by May clearance work would permit vessels of maximum draught to go through. The plan of the operation provides for three stages of work. The first stage, the clearance of a channel of 25-ft. draught, requires the removal of nine more obstructions and two collapsed bridges south of El Cap. The Anglo-French clearance operations had already reached this stage from Port Said to Kilometre 35. The second stage will be the removal of over thirty remaining obstructions, to allow the passage of larger vessels. Concurrently with this stage, work will go ahead in the preparation of the Canal for use. The U.N. salvage fleet will consist of about thirty vessels, and some Anglo-French vessels working in Port Said have been temporarily incorporated.

SPITE AND VANDALISM IN PORT SAID: THE DE LESSEPS STATUE BLOWN UP.



PREPARING TO BLOW UP THE FERDINAND DE LESSEPS STATUE: EGYPTIANS LAYING EXPLOSIVES ON THE STATUE, WHICH BORE THE INSCRIPTION "*APERIRE TERRAM GENTIBUS*" ("TO OPEN THE LAND TO THE NATIONS.")



ERECTED IN 1897 AND OF STERNER STUFF THAN THE EGYPTIANS BARGAINED FOR: THE STATUE STANDS ERECT AFTER THE FIRST EXPLOSION.



ENVELOPED IN SMOKE BUT STILL STANDING: A SHOT OF THE SECOND UNSUCCESSFUL ATTEMPT TO BLOW UP THE STATUE ON DECEMBER 24.

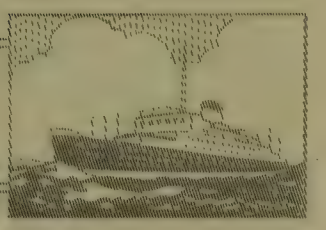


DOWN AT LAST: AMID CLOUDS OF BILLOWING SMOKE, THE HUGE FIGURE HURTLES ON TO THE QUAYSIDE AT PORT SAID.

As the final British troops re-embarked from Port Said on the evening of December 22 the Union Flag was left flying from the Ferdinand de Lesseps statue at the entrance to the Suez Canal. This vast statue in memory of the great French engineer who had designed the Canal was unveiled in 1897, less than three years after his death. Within two days of the departure of the last British troops from Port Said, the statue—standing for sixty years as a symbol of one of the greatest international enterprises of all time—had been desecrated and destroyed by Egyptians, who were among the principal beneficiaries of his genius. After several abortive attempts to blow up the statue on December 23 and 24, the huge figure finally toppled down on the quayside of the harbour of Port Said—a city which owes its great prosperity to the enterprise of the man it has now chosen to insult.



LIVERPOOL—CITY OF TRADE AND INDUSTRY.



An Economic Assessment by FRANCIS E. HYDE,

Chaddock Professor of Economics in the University of Liverpool.

FOR more than two and a half centuries the port of Liverpool has played a vital part in the economic life of the nation. In the magnitude of its trade and in the strength of its commercial connections overseas it is second in importance to London; while in the import and export of a wide range of goods it has always held a pre-eminent position.

In the nineteenth century Liverpool's main preoccupation lay in providing adequate facilities for the supply of raw materials to, and in handling the export of manufactured goods from, a comparatively small number of basic industries in this country. Accordingly, the prosperity of the port was tied to the import of raw cotton, sugar, wheat, flour, rum and tobacco, and to the export of cotton piece-goods, woollens, salt, coal, iron products, chemicals, glass and soap. Behind this trade stood an impressive array of commercial institutions, banking houses, insurance companies, trading associations and produce exchanges. These institutions were all linked by close business association with all parts of the world and especially with West Africa, the West Indies, South America, the U.S.A., China, Japan and Australia; they provided up-to-date information about trading prospects in a multitude of markets, thus enabling the merchant to exercise to the full his initiative and enterprise in the promotion of trade.



LIVERPOOL SEEN ACROSS THE RIVER MERSEY: A WATER-COLOUR DRAWN BY NICHOLAS POCOCK IN 1795, WHEN LIVERPOOL WAS ACTIVELY ENGAGED IN THE SLAVE TRADE. THE TOWN WAS DEVELOPING WITH GREAT RAPIDITY, AND HAD A POPULATION OF NEARLY 70,000.

In general, Liverpool merchants performed a variety of economic functions incorporating the means for financing and insuring the commodities they bought and sold, and controlling the ships which carried the commodities overseas. On matters of commercial policy, the Liverpool merchant body exerted a powerful influence over Parliament through the Liverpool Parliamentary Office, a unique institution which provided easy access to Government departments and maintained with watchful care the commercial interests of Liverpool in London. For the provision of adequate facilities for the increasing volume of shipping using the port and for the regulation and extension of its many miles of docks, wharves, quays and warehouses the Mersey Docks and Harbour Board acquired an over-all authority.



LOOKING SOUTH FROM THE TOWN HALL: AN ENGRAVING OF THE CENTRE OF LIVERPOOL IN ABOUT 1825, AFTER THE DRAWING BY J. HARWOOD. THIS PART OF THE CITY HAS BEEN ALMOST ENTIRELY REBUILT. (From the collection of the Picton Reference Library, Liverpool.)

To-day, the picture of Liverpool's trade and commercial strength has to be drawn with a difference notwithstanding the fact that the importance of Liverpool to the world at large is still as great as it was in the nineteenth century. The institutions remain, but their influence is less autonomous; the Cotton Futures Market, for example, though now reopened after the Government's experiment in State trading, performs but a fraction of its original business; the merchant's particular political influence has now become general in character and is governed by the commercial needs of the nation as a whole rather than by the immediate interests of Liverpool; while his economic functions have been almost entirely taken over by highly specialised agencies or by the Government itself. Except for operations in a few less well-developed markets, the merchant's power has dwindled to that of an agent working on commission. Liverpool's traditional markets, too, have been replaced by others. The loss of the textile trade with India and China has meant that new trades have had to be developed and new sources of supply discovered. Lancashire, the Midlands and the West Riding are no longer the chief markets for imported raw materials or the chief sources of supply for Liverpool's export trade; the whole country has now become the port's commercial hinterland.

Nevertheless, in spite of these changes the measure of Liverpool's service to the world by virtue of its position as a major port has not been seriously impaired. In the last two or three years her total imports have amounted in value to one-fifth and her exports (excluding re-exports) to one-third of the United Kingdom's total. Of these imports grain, sugar, timber, fuel oil and petroleum, fruit, cotton, wool, ores and metals and oilseeds are the most important commodities; of the exports, cotton yarn and fabrics, once predominant, now account for only 8 per cent. of the port's total by value, whereas machinery of all kinds makes up one quarter, and mechanical road vehicles and metal manufactures a further 13 per cent. of the total. In addition, Liverpool handles each year an increasing outward volume of chemicals, iron and steel products, salt, coal, soap, refined sugar, railway equipment and vegetable oil.

On a broad geographical basis Liverpool receives approximately 45 per cent. of its imported tonnage from the Americas (including West Indies), 20 per cent. from Africa, 15 per cent. from Europe, 11 per cent. from India and the Far East, and 7 per cent. from Australia and New Zealand. There is a rather more equable distribution of exports to these areas, the Americas taking 21 per cent., Africa, 25 per cent., India, 23 per cent., Australia and New Zealand, 14 per cent., and Europe, 10 per cent. Though Liverpool imports about twice as much by volume and one third as much by value as she exports, the invisible items in its balance sheet more than make up the deficiency; Liverpool's services, therefore, as far as those services can be readily assessed, contribute materially to the credit side of the nation's balance of payments position and, in particular, this is so with regard to trade with hard currency countries.

During the dark years of depression, when the chief manufacturing areas of the country serving Liverpool were so badly hit, the opinion was widely expressed that Merseyside, of which Liverpool is an integral part, should be made less dependent on shipping and its ancillary occupations as a major source of livelihood. Accordingly, vigorous efforts were made to alleviate the heavy incidence of unemployment in the area by encouraging the settlement of industrial firms in strategic locations around the port. As a result, Liverpool is now ringed by industrial estates whose production ranges from heavy capital goods to the lightest of consumer goods. The diversity of employment so provided will, it is hoped, strengthen the area's economy and lessen the risk of mass unemployment in the future.

Whatever methods may be adopted, however, to diversify the range of Liverpool's occupations, the fact remains that the basis of Liverpool's economy must always rest in its ships, its docks and warehouses, its banking and insurance houses and its produce markets. Behind these material assets stand the men, the sailors, the shipowners, the dockers and the businessmen without whose knowledge and skill the complex commercial machinery of the port would cease to function. In peace, no less than in war, Liverpool is an artery through which the life-blood of the nation flows; its economic importance to this country and to the world must continue, as in the past, to be measured by the efficiency of its service and by the foresight and enterprise of its citizens in promoting and maintaining trades essential to Britain's economic welfare.

THE CHANGING FACE OF LIVERPOOL: LANDMARKS OF TWO CENTURIES.



LIVERPOOL'S CULTURAL CENTRE : WILLIAM BROWN STREET, WITH (L. TO R.) THE MUSEUM, THE PICTON READING ROOM AND THE WALKER ART GALLERY. (Drawing by A. P. Tankard.)



ONE HUNDRED YEARS EARLIER: SHAW'S BROW, THE SITE OF WHAT IS NOW WILLIAM BROWN STREET, IN 1853. (From the drawing by W. Herdman.)



LIVERPOOL'S FIRST DOCK AND THE SECOND WET DOCK IN ENGLAND: A PRINT OF ABOUT 1750, SOME THIRTY-FIVE YEARS AFTER ITS OPENING. THE CUSTOM HOUSE IS ON THE LEFT. (From the engraving by P. P. Burdett and E. Rooker.)



AN EIGHTEENTH-CENTURY LIVERPOOL LANDMARK: THE INFIRMARY AND SEAMEN'S HOSPITAL AS THEY WERE IN 1773. (From the water-colour drawing by J. Butler.)



"BEAUTIFUL IN ITS BUILDINGS AND NO LESS PLEASANT IN A LARGE AND WELL-CONTRIVED DOCK": "THE SOUTH-WEST PROSPECT OF LIVERPOOLE" IN 1728. (From the engraving by S. and N. Buck.)

THOUGH the seven original streets of the Borough of Liverpool founded by King John in 1207 are still among the most important in the business area of the modern city, the oldest surviving public buildings date only from the eighteenth century. Liverpool Castle, formerly a dominant feature of the town, has entirely disappeared. The earliest engraving on this page shows Liverpool in 1728, when her population was in the region of 10,000. The "Old Dock" had been opened thirteen years earlier, while the "New Church" (with the spire in the centre) had just been completed. In the following century Liverpool grew with great rapidity. In 1801 the population stood at over 77,000 and in another fifty years it had grown to 376,000. Since then it has more than doubled and now stands at about 786,000. This steady rise has resulted in constant building and expansion. Liverpool is rich in impressive public buildings of the nineteenth century. Foremost among them are those in William Brown Street, which face the fine St. George's Hall in St. John's Gardens. Nearby is another important feature of modern Liverpool—the entrance to the famous Mersey Tunnel, connecting Liverpool with Birkenhead. Opened to traffic in 1934 it cost over £7,000,000 to complete and has an aggregate length of roadway of 2·87 miles.

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LEADING PERSONALITIES OF LIVERPOOL: SOME NOTABLE MEN OF BUSINESS.



CHAIRMAN OF JOHN HOLT AND CO. (LIVERPOOL) LTD. : MR. JOHN A. HOLT.
Mr. John A. Holt, Chairman of John Holt and Co., West African Merchants, is a member of the Mersey Docks and Harbour Board. He is Deputy Chairman of the Cunard Steam-Ship Company, Ltd., and of Cunard White Star, Ltd., and is a director of a number of other companies. In the 1939-45 war he served in the Army, reaching the rank of Lieut.-Colonel.



CHAIRMAN, ROYAL INSURANCE AND OTHER INSURANCE CO's. : SIR JOHN R. HOBHOUSE.
Sir John Hobhouse is Chairman of the Royal Insurance and Liverpool and London and Globe Insurance Companies. He is a partner of Alfred Holt and Co., shipowners. Since 1948 Sir John has been Pro-Chancellor of Liverpool University. He was educated at Eton and at New College, Oxford. From 1917-19 he served as a captain in the Royal Garrison Artillery.



GENERAL MANAGER, THE ROYAL AND OTHER INSURANCE CO's. : MR. C. F. TRUSTAM.
Mr. Charles F. Trustam is General Manager of the Royal Insurance and Liverpool and London and Globe Insurance Companies. He is Deputy-Chairman of the British Insurance Association and a Past-President of the Chartered Insurance Institute. He is a director of the Liverpool Repertory Theatre Ltd., and a member of Liverpool University Council.



CHAIRMAN OF THE CUNARD STEAM-SHIP CO., LTD.: COLONEL DENIS H. BATES.
Colonel Denis Bates was born in Liverpool and was educated at Winchester. As well as being Chairman of the Cunard Steam-Ship Company he is Chairman of T. and J. Brocklebank, Ltd. He is a partner in his family's firm, Edward Bates and Sons. He holds the rank of Colonel in the Duke of Lancaster's Own Yeomanry, with which he served in the 1914-18 war.



MANAGING DIRECTOR OF COAST LINES LTD.: MR. M. ARNET ROBINSON.
Mr. M. Arnet Robinson has been Managing Director of Coast Lines Ltd., and Associated Companies since 1947. He was educated at Westminster, and served with the 1st Battn. 60th Rifles and later with the R.A.F. in the 1914-18 war. Mr. Arnet Robinson is Chairman of the Mersey Docks and Harbour Board, and is a member of the Committee of Management of the R.N.L.I.



GENERAL MANAGER OF THE CUNARD STEAM-SHIP CO., LTD. : MR. FRANK H. DAWSON.
Mr. Frank H. Dawson, who joined the Company in 1912, has been General Manager of the Cunard Steam-Ship Co., Ltd., since 1950. During the 1939-45 war he represented the Company in Australia and South Africa, and in the later stages of the war he served with the Ministry of Transport. Mr. Dawson was Chairman of the Liverpool Steam-Ship Owners' Association in 1955-56.



MANAGING DIRECTOR OF THE PACIFIC STEAM NAVIGATION CO., LTD.: MR. H. LESLIE BOWES.
Mr. H. Leslie Bowes was appointed Managing Director of the Pacific Steam Navigation Co., Ltd., in 1952. He had joined the company in 1912, serving for some years in South America. Mr. Bowes is a member of the General Council of British Shipping, of which he was Chairman from 1954-55. In that year he was also Chairman of the Liverpool Steam-Ship Owners' Association.



CHAIRMAN OF J. BIBBY AND SONS, LTD. : MR. H. PERCY BIBBY.
Mr. H. Percy Bibby has been Chairman of J. Bibby and Sons, Ltd., seed crushers and producers of animal feeding stuffs and allied products, since 1950. He joined the company, which was formed in 1885, in 1925. He was educated at Eton and at Liverpool University. During the 1914-18 war he served with the King's Regiment (Liverpool).



CHAIRMAN AND MANAGING DIRECTOR OF R. SILCOCK AND SONS, LTD.: MR. R. P. SILCOCK.
Mr. Richard P. Silcock is Chairman and Managing Director of R. Silcock and Sons, Ltd., manufacturers of cattle, pig and poultry food. This family firm has done much pioneering work in the field of animal nutrition. Mr. Silcock was educated at Marlborough and Exeter College, Oxford. He was elected President of the Seed, Oil, Cake and General Produce Association in 1943.



CHAIRMAN OF WILLIAM CRAWFORD AND SONS, LTD. : BRIGADIER D. I. CRAWFORD.
Brigadier Douglas I. Crawford has been Chairman and Managing Director of William Crawford and Sons, Ltd., biscuit manufacturers, since 1945. He was educated at Uppingham and Magdalene College, Cambridge. He served in the R.A. in the 1939-45 war and from 1947-51 he commanded 87 (Field) Army Group, R.A. (T.A.), and he is a member of the R.A. Institution.



CHAIRMAN OF THE BIBBY LINE, LTD., AND OTHER CO's. : MAJOR SIR A. HAROLD BIBBY.
Major Sir A. Harold Bibby is Chairman of the Bibby Line, Ltd., the Sea Insurance Co., Ltd., and Martins Bank, Ltd. He is a Member of the Mersey Docks and Harbour Board and a past Chairman of the Liverpool Steam-Ship Owners' Association. He was educated at Rugby, and served in the R.F.A. (T.F.) from 1908-19. He is Deputy-Lieutenant of the County of Cheshire.

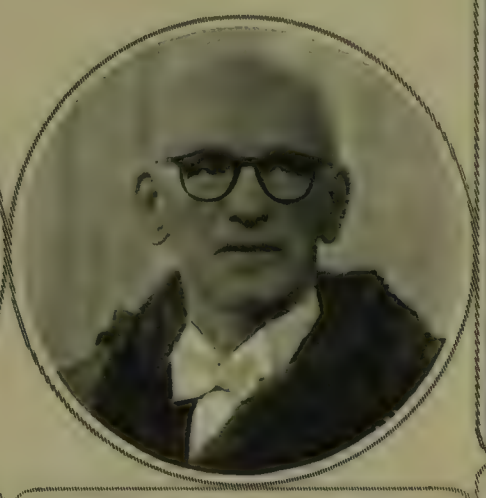
LEADING PERSONALITIES OF LIVERPOOL: NOTABLE CIVIC FIGURES OF TO-DAY.



THE ANGLICAN BISHOP OF LIVERPOOL: THE RT. REV. DR. C. A. MARTIN.
Dr. Clifford Martin has been Bishop of Liverpool since 1944. He was educated at Christ College, Finchley, and at Fitzwilliam Hall and Ridley Hall, Cambridge. After serving as an officer in the Royal Sussex Regiment from 1915 to 1919 he was ordained in 1920. He has been vicar of churches in Croydon, Folkestone and Plymouth.



THE RECORDER OF LIVERPOOL: MR. NEVILLE J. LASKI, Q.C.
Mr. Neville J. Laski was appointed Recorder of Liverpool last September. He had been Recorder of Burnley since 1935 and also Judge of Appeal of the Isle of Man since 1953. Educated at Manchester Grammar School, Clifton College and Corpus Christi College, Oxford, he was called to the Bar in 1913. He became a Bencher of the Inner Temple in 1938. He is Vice-President of the Anglo-Jewish Association.



THE LORD MAYOR OF LIVERPOOL: ALDERMAN JOHN SHEEHAN.
Alderman John Sheehan, who holds the office of Lord Mayor of Liverpool until May, was first elected to the City Council in 1929. Mr. Sheehan was born in London and settled in Liverpool some forty years ago. He was Local Secretary of the Plasterers' Union and a member of the Labour Party. In his local government work he has been particularly interested in housing.



ROMAN CATHOLIC ARCHBISHOP OF LIVERPOOL, 1953-56: THE MOST REV. DR. GODFREY.
The Most Rev. Dr. William Godfrey, whose elevation to the Archbishopric of Westminster was announced on December 6, has been Archbishop of Liverpool since 1953. Born in Liverpool, he was educated at Durham and Rome. From 1930-38 he was Rector of the Venerable English College at Rome. From 1938-54 he was Apostolic Delegate to Great Britain.



DIRECTOR OF THE WALKER ART GALLERY: MR. HUGH SCRUTTON.
Mr. Hugh Scrutton has been Director of the Walker Art Gallery since 1952. He was educated at Charterhouse and King's College, Cambridge. In 1948 he was appointed Director of the Whitechapel Art Gallery. Mr. Scrutton's selection of paintings from the Walker Art Gallery is reproduced elsewhere in this issue.



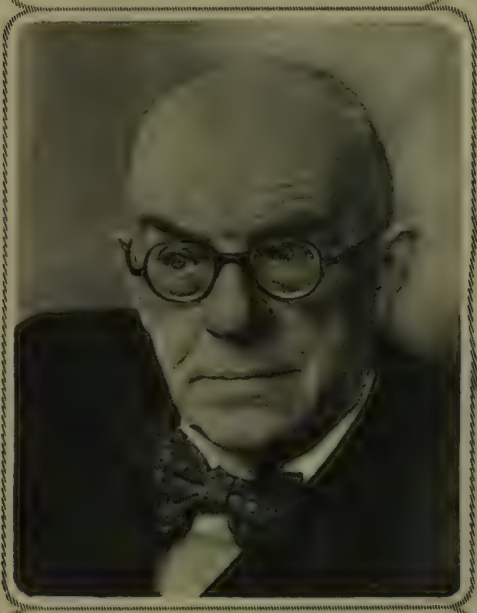
LORD LIEUTENANT OF LANCASTER: THE EARL OF DERBY.
The Earl of Derby, who has been Lord Lieutenant and Custos Rotulorum of Lancaster since 1951, is also President of the Liverpool Chamber of Commerce and of the British Cotton Growers' Association. He was educated at Eton and Oxford University. He served with the Grenadier Guards, leaving the Army with the rank of Major in 1946.



TOWN CLERK OF LIVERPOOL: MR. THOMAS ALKER.
Mr. Thomas Alker was appointed Town Clerk of Liverpool in 1947, and is also Clerk to the Mersey Tunnel Joint Committee. He was educated at Wigan Grammar School and Manchester University, and was admitted Solicitor in 1928. He was Town Clerk at Oldham from 1937-47, and has been President of the Society of Town Clerks.



VICE-CHANCELLOR OF THE UNIVERSITY OF LIVERPOOL: SIR JAMES MOUNTFORD.
Sir James Mountford, who has been Vice-Chancellor of the University of Liverpool since 1945, joined the University in 1932 as Professor of Latin, after holding University appointments at Oxford, Newcastle, Edinburgh and Cornell. From 1941-45 he was Dean of the Faculty of Arts. He has published a number of classical text books.



EDITOR-IN-CHIEF OF THE *LIVERPOOL DAILY POST AND ECHO*: MR. ALLAN JEANS.
Mr. Allan Jeans, who was born in Liverpool, is chairman, managing director and Editor-in-Chief of the *Liverpool Daily Post and Echo*, Ltd., as well as being chairman of C. Tinling and Co. He is a member of Reuters Trust, past chairman of the Press Association, and was twice President of the Newspaper Society. Mr. Jeans is a J.P. and an Honorary LL.D. of Liverpool University.



CHAIRMAN OF THE LIVERPOOL CHAMBER OF COMMERCE: MR. D. S. INMAN.
As well as being chairman of the Liverpool Chamber of Commerce, Mr. Douglas Inman is an Upper Mersey Commissioner. He is District Goods Manager for British Railways (London Midland Region) for Liverpool and Birkenhead districts. Mr. Inman was born in Cheshire and was educated at Glenalmond. Mr. Inman has been a Justice of the Peace in Leicestershire.



PRESIDENT OF THE LIVERPOOL COTTON ASSOCIATION: MR. JOHN T. PORRITT.
Mr. John T. Porritt, who has just completed his tenure as President of the Liverpool Cotton Association, has been in the cotton business since 1918. He joined the Combined English Mills (Spinners) Ltd., of which he is now a director, in 1931. From 1948-50 he was Vice-Chairman of the Raw Cotton Commission. His successor as President is Mr. Stanley Hulme.



LEADER OF THE CONSERVATIVE GROUP IN THE CITY COUNCIL: MR. J. N. M. ENTWISTLE.
Mr. John N. M. Entwistle, who is Conservative Representative for the Arundel Ward, is leader of the Conservative Group in Liverpool City Council, in which the Labour Party has the majority. Mr. Entwistle is a solicitor, and is a partner in Maxwell Entwistle and Byrne, Buckley Pidgeon and Co. He is a member of a number of Council Committees, including the Watch Committee.



A MASTERPIECE OF THE CLASSIC SCHOOL: ST. GEORGE'S HALL, COMPLETED IN 1854 AND A MAJOR ARCHITECTURAL FEATURE OF LIVERPOOL.



STANDING MAJESTICALLY ON ST. JAMES'S MOUNT AND EVENTUALLY TO BE THE LARGEST CATHEDRAL IN THIS COUNTRY: LIVERPOOL CATHEDRAL.

TWO GREAT LIVERPOOL BUILDINGS BY YOUNG ARCHITECTS: ST. GEORGE'S HALL AND THE ANGLICAN CATHEDRAL.

The foundation-stone of St. George's Hall was laid on June 28, 1838. Two years earlier a committee had collected subscriptions for the erection of a secular concert hall, and the open competition for its design was won by Harvey Lonsdale Elmes, then aged only twenty-four. While preparations for the building were being made, Liverpool Corporation decided to erect new Assize Courts. Elmes again won the competition for this building. Subsequently the two schemes were amalgamated, and St. George's Hall, with its Great Hall, smaller concert hall and two Assize Courts, was built at a total cost of £400,000. This magnificent building was opened in 1854. Fifty years after the completion of St. George's Hall, King Edward VII laid the foundation-stone of Liverpool's Anglican Cathedral—on July 19, 1904. Work is still in progress on this great red sandstone church, which, when completed, will be the largest church in this country, with an area of 100,000 square feet. The architect is Sir Giles Gilbert Scott, whose original design—subsequently greatly altered by him—won the competition when he was still in his early twenties. Thus twice Liverpool has put its trust in the exceptional ability of very young architects, and in each case it has gained an outstanding masterpiece to enhance the city.

Drawn by our Special Artist, Dennis Flanders.

A CIVIC CENTRE OF GREAT DIGNITY: LIVERPOOL TOWN HALL.



WITH THE FINE EIGHTEENTH-CENTURY TOWN HALL AT ITS END: CASTLE STREET, IN THE HEART OF LIVERPOOL. THE BANK OF ENGLAND BRANCH BUILDING IS ON THE RIGHT.

THOUGH the dominant buildings in Liverpool date from the nineteenth and twentieth centuries, the city possesses a great gem of the eighteenth century in its fine Town Hall at the head of Castle Street. This is the second oldest public building in Liverpool, its senior being the Bluecoat Hospital and School, built between 1714 and 1718. The present Town Hall was originally built in the Palladian style in 1754 by John Wood, of Bath. Between 1789 and 1792 the building was enlarged and altered by James Wyatt. A disastrous fire in 1795 left little more than the shell of this building, and destroyed the newly-built ballroom and Council Chamber. John Foster, Liverpool Surveyor and Dock Engineer, working in consultation with Wyatt, recreated the beautiful reception rooms, which form one of the finest suites of such rooms in this country. They are reached by the magnificent Grand Staircase under the dome, which was also added by Wyatt after the fire. Another notable feature is the series of superb chandeliers, those in the ballroom being particularly fine. Wyatt's last addition to the Town Hall was the portico facing Castle Street, which was built in 1811.

Drawn by our Special Artist, Dennis Flanders.



INSIDE THE TOWN HALL: AN IMPRESSION OF SOME OF THE MAGNIFICENT AND DIGNIFIED RECEPTION ROOMS, WITH THEIR FINE EMPIRE FURNITURE AND PORTRAITS. THEY WERE DESIGNED BY JOHN FOSTER, IN CONSULTATION WITH JAMES WYATT, AFTER A FIRE IN 1795.



"THE VIRGIN AND CHILD IN GLORY," BY MURILLO (1617-1682). PRESENTED BY THE NATIONAL ART-COLLECTIONS FUND IN 1953. (Oil on canvas ; 91 by 66½ ins.)

"The Virgin and Child here are closely based on Raphael's Sistine Madonna, but Murillo has transmuted Raphael's classic calm into a softer mood. In spite of this, the simple and massive design gives the picture real power."



"HENRY VIII," SCHOOL OF HOLBEIN THE YOUNGER. PURCHASED OUT OF THE WAVERTREE BEQUEST. (Oil on panel ; 92 by 53 ins.)

"When Holbein painted the portrait of Henry VIII at Whitehall, he created an unforgettable image of the King. Holbein's original is long since destroyed. This picture is a very fine contemporary copy of it."



"A GREEN MONKEY," BY GEORGE STUBBS, A.R.A. (1724-1806). SIGNED AND DATED 1798. PURCHASED BY THE GALLERY IN 1950. (Oil on canvas ; 27½ by 22 ins.)

"A quiet and static portrait, which nevertheless conveys the sense of the live beast, and does so with sympathy but without whimsy. Stubbs here rivals Pisanello's ability to give a condensed and memorable quality to a naturalistic statement."



"LINLITHGOW PALACE," BY J. M. W. TURNER, R.A. (1775-1851). PRESENTED TO THE GALLERY IN 1948 BY MR. F. J. NETTLEFOLD. (Oil on canvas ; 36 by 48 ins.)

"Turner exploited one of the richest veins in painting—the glow of sunlight, striking on splendid earth and lovely water. But behind this lushness lay classical design, and a superb taste. So we are delighted, but not surfeited, by his gorgeous daydream."



"SNOWDON FROM LLYN NANTLLE," BY RICHARD WILSON, R.A. (1714-1782) : A MAGNIFICENT WORK PURCHASED IN 1935. (Oil on canvas ; 40 by 50 ins.)

"Next to the Turner this looks as cool as a cucumber. It is indeed highly artificial. But it possesses great natural truth, nevertheless. Its rococo curves not only make a wonderful design—they also give the feel of the hard, sharp rock."



"THE STONEBREAKER," BY JOHN BRETT (1831-1902). BEQUEATHED BY MRS. SARAH ANN BARROW IN 1918. (Oil on canvas ; 19½ by 26½ ins.)

"I adore the Downs in summer, and that is why I am devoted to this picture. Granted that Brett has the approach of a colour-photographer, the fact remains that very few painters, or photographers, have recorded an English summer day to such effect."



"SAMSON AND DELILAH," BY SOLOMON J. SOLOMON, R.A. (1860-1927). PRESENTED, AS A JUBILEE GIFT, BY MR. JAMES HARRISON, IN 1887. (Oil on canvas ; 96 by 144 ins.)

"Delilah has dated. But the group of fighting men, over life-size in the original, is a very fine piece of nude painting, which will stand comparison with the great Italian baroque painters, though the more cultured—offended by the picture's popularity—resist admitting this."

THE DIRECTOR'S CHOICE : SELECTED WORKS FROM THE WALKER ART GALLERY, LIVERPOOL.

Mr. Hugh Scrutton, Director of the Walker Art Gallery, writes : "The Murillo is one of three notable paintings acquired by the Gallery since the war with the help of the National Art-Collections Fund. All the other paintings on this page form links in the long chain of British works in the Gallery. 'Henry VIII' is indeed the first link in this chain. The Stubbs 'Green Monkey' and the Wilson and Turner landscapes may serve to indicate the quality of the best group of these British paintings—that centring on the eighteenth century. The Brett is, I think, far the most attractive of the small collection of Pre-Raphaelites in the Gallery. And Solomon's 'Samson and Delilah' is included partly because of the vigour and technical skill shown in the painting of the fighting men, but also to draw attention to another side of the collection—the Victorian popular masterpieces. If we cannot say that we have got them all, we certainly have a staggering number of these old favourites."

These works from the Walker Art Gallery are reproduced by courtesy of the Libraries, Museums and Arts Committee of the Liverpool City Council.



"THE FINDING OF CHRIST IN THE TEMPLE," BY SIMONE MARTINI (1283-1344). (Tempera on panel; 19½ by 13⅞ ins.)

"This brilliantly preserved work, by an artist rarely seen outside Italy, is one of the chief treasures of the Gallery. It combines formal simplicity, gay colour and a remarkably successful handling of the conflicting emotions."



"SOLOMON AND THE QUEEN OF SHEBA," BY GIOVANNI BATTISTA PITTONI (1687-1767). PURCHASED BY THE GALLERY IN 1955. (Oil on canvas; 68⅜ by 64½ ins.)

"Pittoni was an eighteenth-century Venetian, a contemporary of Tiepolo. I share the fashionable admiration for this school, and I think that even the small reproduction conveys a sense of the taste, at once gorgeous and delicate, animating the theatrical treatment of this scene."



"PORTRAIT OF THE ARTIST AS A YOUNG MAN," BY REMBRANDT (1606-1669). PAINTED IN ABOUT 1629. (Oil on panel; 28½ by 22¾ ins.)

"This picture may stand as a symbol of the great generosity to the Walker Art Gallery of Liverpool firms. The Directors of the Ocean Steamship Company gave it in 1953, using certain trust funds."



"PORTRAIT OF A YOUNG MAN (WITH THE CONVERSION OF S. HUBERT)," BY JAN MOSTAERT (*C.* 1475-1555). (Tempera and oil on panel; 38 by 30 ins.)

"The young man's head is a little mechanical. But otherwise this painting shows the Dutch artist at the height of his powers. His delicate tone and handling give a fairy-tale quality to the hunting party and the picnic in the background."

THE DIRECTOR'S CHOICE : FOUR MASTERPIECES FROM THE WALKER ART GALLERY, LIVERPOOL.

In making his choice Mr. Hugh Scrutton, who has been Director of the Walker Art Gallery, Liverpool, since 1952, has written his comments under each painting and continues: "Liverpool's special distinction among municipal art galleries is its collection of Old Masters. I do not think that this has come about by chance. More than in any other British provincial city a determination has been shown here to acquire Old Masters—and to acquire them for Liverpool. The four pictures reproduced here epitomise this process. The Simone Martini and the Mostaert both came to Liverpool a century and a half ago. They are part of the remarkable collection of early European paintings formed by William Roscoe between 1800 and 1815. The bulk of his collection now forms the core of the Gallery. The Pittoni is one of a later group of acquisitions, mainly, in fact, British, unlike the Pittoni itself. They are the fruit of a bequest of £20,000 from Lord Wavertree, now, alas, exhausted. During recent years there have also been gifts of pictures—again on a scale peculiar to Liverpool—by the City's business firms, as well as private citizens. Over the years Liverpool has shown a strong and steady wish to develop a great Gallery of European paintings, and there are signs that this tradition will be maintained in the future."

These works from the Walker Art Gallery are reproduced by courtesy of the Libraries, Museums and Arts Committee of the Liverpool City Council.

THE LARGEST PASSENGER FLEET ON THE ATLANTIC: AN IMPRESSIVE ARRAY OF THE ASSEMBLED SHIPS OF THE CUNARD LINE.

CUNARDERS OF TO-DAY: THE LARGE AND NUMEROUS MODERN DESCENDANTS OF SAMUEL CUNARD'S ORIGINAL PADDLE-STEAMER *BRITANNIA*, WHICH WOULD HAVE FITTED COMFORTABLY ON THE *QUEEN ELIZABETH'S* FOREDECK.

ON July 4, 1840, the steamship *Britannia* sailed out of Liverpool on her maiden voyage. She was a small ship by modern standards; her hull would have fitted comfortably on the foredeck of the *Queen Elizabeth*, and her gross tonnage was only 1150. Aboard her was Samuel Cunard, of Halifax, Nova Scotia, and for him this occasion was the fulfilment of a lifelong ambition. He had succeeded in providing the first regular steamship service to link Britain and America, and here was the first of his liners making her maiden voyage. As each decade went by, the Atlantic liners steadily progressed. Between 1840 with the *Britannia*, 207 ft. long, and 1874, when the *Bothnia*, of 422 ft., was delivered, Cunarders had doubled their length. Paddles gave way to screw propellers in the *Andes* and *Alps* of 1852; iron hull to steel hull in the *Servia* of 1881. Each decade could boast an outstanding ship. The *Persia*, of 1856, was the largest ship in the world at the time of her launch; the *Scotia*, of 1862, was exceeded in size only by the *Great Eastern*. Then came a succession of famous sister-ships. *Umbria* and *Etruria* (1884), *Campania* and *Lucania* (1893), *Caronia* and *Carmania* (1905), and those most famous sister-ships, *Mauretania* and *Lusitania*, of 1907. For twenty-two years the first *Mauretania* was the fastest liner on the North Atlantic; and one of the outstanding ships of the century. With the Boer War, Cunarders went on active service, trooping to South Africa, and again in 1914 they were mobilised. Between 1914 and 1918 Cunarders transported nearly a million troops and 10,000,000 tons of cargo, serving also as armed merchant cruisers and depot ships. War losses were heavy—twenty ships totalling over 200,000 tons—and immediately after the armistice an extensive building programme was begun. By 1925 thirteen ships totalling 214,000 tons had been completed. Towards the end

[*Continued opposite.*



Continued.

of the 'twenties plans were being completed for the realisation of Sir Percy Bates's great project for a weekly service across the Atlantic to be maintained by two ships instead of three. Thus the *Queen Mary* came into being. Shortly after the *Queen Mary* entered service in 1936 her sister-ship, the *Queen Elizabeth*, was laid down and the date of her maiden voyage was fixed for March 1940, the Company's centenary year. But before that date war broke out. Led by the "Queens," the fleet carried over 4,400,000 passengers, handled 11,000,000 tons of cargo and steamed 5,360,000 miles between September 1939 and 1945. After complete reconditioning, eight ships were put back into normal service and these included the *Queen Elizabeth*, which sailed virtually as a new ship in October 1946. On completion of the current building programme, consisting of four 22,000-ton liners for Canadian service, of which the last, *Sylvania*, will make her maiden voyage in June next year, the Company will have added to its Atlantic and Mediterranean services since 1946 fifteen ships of a total gross tonnage approaching 200,000. Denny Brown stabilisers have been installed in each of the four new liners for Canadian service, and in the *Media*, *Parthia* and *Queen Elizabeth*; they are also to be fitted in the *Queen Mary*. With accommodation for more than 12,000 in First Class, over 6000 in Cabin Class and 17,000 in Tourist Class, the present Cunard fleet offers an average of no fewer than 35,000 berths each month for transatlantic passengers, providing a wide range of accommodation to suit all tastes. In any one of these famous ships, which together form the largest passenger fleet on the Atlantic, one can enjoy, in each class, that tradition of gracious living which has made the name Cunard the hall-mark of sea service.

The "Franconia" and "Ascania" have now been withdrawn from the Company's services.

BRITAIN'S SECOND GREATEST TRADING PORT: VIEWS OF LIVERPOOL'S DOCKS.



THE CENTRE OF LIVERPOOL'S DOCK AREA: AN AERIAL VIEW DOWN THE MERSEY FROM ALBERT DOCK. THE PIER HEAD IS IN THE CENTRE, DOMINATED BY THE ROYAL LIVER BUILDING (WITH TWO TOWERS) AND THE DOCK BOARD BUILDING (WITH THE DOME).



WHERE THE CROSS-CHANNEL VESSELS FROM IRELAND BERTH: PRINCE'S DOCK, WITH THE PIER HEAD BEYOND IT. THIS AERIAL VIEW LOOKS ACROSS THE CENTRAL DOCKS TO THE MAIN AREA OF THE CITY, WITH THE NEW ANGLICAN CATHEDRAL IN THE DISTANCE.



LOOKING NORTH ACROSS THE NORTH DOCKS: A GENERAL VIEW OF ONE OF THE WORLD'S FINEST DOCK SYSTEMS. THE FAMOUS GLADSTONE DOCK, WITH A TOTAL DOCK WATER AREA OF OVER 24 ACRES, IS THE MOST NORTHERLY.



A REGULAR CALLER AT LIVERPOOL: THE CANADIAN PACIFIC 26,300-TON R.M.S. *EMPRESS OF SCOTLAND* ALONGSIDE AT PRINCE'S LANDING-STAGE. ALL CANADIAN PACIFIC PASSENGER VESSELS DOCK AT LIVERPOOL.

This year Liverpool celebrates the 750th anniversary of the granting of its Charter by King John, who hoped to found there a new port for Ireland, to replace Chester. The Pool formed by the junction of a small stream with the tidal waters of the Mersey, formed a natural harbour capable of taking the largest vessels of the day. But, despite King John's invitation "to all his faithful subjects" to "enjoy within the township of Liverpul all the liberties and free customs which any free borough upon the sea has within our land," Liverpool's trade developed slowly. The significant commercial rise of Liverpool did not begin till over 450 years later, after the Restoration. The main causes of her rapid expansion then were the development of the American trade and the rise of the manufacturing industry of South Lancashire. This sudden increase of trade made the relatively shallow tidal Pool inadequate, and in 1710 work began on the construction of a large wet dock in the mouth of the Pool. This "Old Dock," designed by Thomas Steer, engineer of the first English wet dock at Rotherhithe in 1700, was opened in 1715. It had accommodation for 80 to 100 ships and was an immediate success. Not long afterwards the merchants of Liverpool entered on a trade which was to bring the port further prosperity—the Slave Trade. The eighteenth century also saw the growth of industries in Liverpool—notably shipbuilding, pottery and watch-making. This prosperity, which reached even greater heights in the nineteenth century, resulted in the steady expansion of the docks. The second dock—the Salthouse Dock—was opened in 1753. By 1825 there were seven wet docks—by 1857 a further twenty-one had been added. Since then ten more have been added, including the famous Gladstone Dock, which was completed in 1927. The Port Authority—the Mersey Docks and Harbour Board—was constituted by Act of Parliament in 1857, and it is this body which controls the great port of Liverpool to-day. (*Colour photographs by Aerofilms Ltd.*)



A PAGE FOR COLLECTORS.

By FRANK DAVIS.

LIVERPOOL POTTERIES.

THE names of twenty-eight pot-making establishments have been recorded by Liverpool researchers inspired by praiseworthy local patriotism. That there were other anonymous potters turning out rough, useful articles early in the eighteenth century is undoubted. The earliest dated piece of Liverpool pottery is of the year 1716, a piece of Delft ware, that is, tin-enamelled pottery, so called because the glaze was copied from the Dutch tin-enamelled wares made in such great quantity from about 1640 onwards in the little city of Delft. There was a flourishing manufacture of cream-coloured earthenware at the pottery called Herculaneum, a name given to it in emulation of Wedgwood's Etruria; this lasted from 1796 to 1841, but true-blue natives apparently refuse to accept this as belonging to the city. Then there was Chaffers who, with the aid of an ex-Worcester workman named Podmore, made a soapstone porcelain for some years from 1756, but, taken by and large, it can scarcely be argued that any of the twenty-eight, with one exception, made a major contribution to the English pottery industry as a whole.



FIG. 1. MADE IN LIVERPOOL BY SADLER AND GREEN: AN ENAMELLED EARTHENWARE TILE DECORATED WITH A DRAWING OF THE ACTRESS, MISS YOUNGE, IN THE CHARACTER OF ZARA. (5 ins. square.)

The exception was the firm of Sadler and Green, which specialised in transfer printing and not only decorated the local wares in this convenient manner but built up a useful reputation with outside manufacturers, notably Josiah Wedgwood, as is proved conclusively by John Sadler's accounts. Sadler himself was a printer and engraver, among other enterprises, running what was then (1757) the *Liverpool Chronicle*. His life is reasonably documented, thanks to a diary and some accounts—obviously a man of imagination and enterprise and fascinated by all kinds of chemical experiments; a careful man, too, in handling money, for he notes his day-to-day expenditure in detail. One quotation must suffice:

Bt. 2 gal. of Rum at 8/6.
Gave my mother 2 bottles.

Would that more diaries of that sort had survived to throw light upon the characters and business adventures of a thousand hard-working men who played their little part in building up these early industrial concerns. As befitted the inhabitants of a growing port, Liverpudlians turned their eyes westwards, Sadler and Green no less than the shipowners and merchants. One of their "lines" was tiles for fireplaces; the idea came straight from Holland, where small tiles had been manufactured for the past hundred years. You see them often enough used for the skirting of rooms as well as round fireplaces in Dutch seventeenth-century pictures. These tiles seem to have been more in favour in America than they were in this country; there is a fine and varied selection of them round the fireplace in Longfellow's house at Cambridge, Massachusetts. There is a vivid record of Sadler and Green's experiments in decorating tiles by means of transfer prints in the shape of a sworn affidavit, duly witnessed and dated 1756, in which it is stated that after seven years of experiment they were able to print 1200 tiles in six hours; we know also that they were sold wholesale at from 4s. to 5s. per dozen. (This Christmas I was asked 6s. 9d. and 7s. 9d. *each* for modern tiles.) I think it would be absurd to suggest that they have the quality of their Dutch prototypes, but judge for yourself at the Victoria and Albert Museum where there is a splendid collection of both Dutch and English. None the less, they are varied and entertaining, deriving from the charming *Chinoiserie* prints of the Frenchman Pillement, and from English prints of actors (a whole series), of games, of ships, and so forth, printed in black or a distinctive and very attractive red. The affidavit mentioned above, which is Liverpool's real claim to originality in the world of pottery, is worth quoting in full:

I John Sadler, of Liverpoole, in the county of Lancaster, printer and Guy Green of Liverpoole aforesaid, printer, severally maketh oath that on Tuesday, the 27th day of July instant, they, these deponents without aid or assistance of any other person or persons, did, within the space of six hours, to wit between the hours of nine in the morning and three in the afternoon of the same day, print upward of twelev hundred earthenware tiles of different patterns at Liverpoole aforesaid, and which, as these deponents have heard and believe, were more in number, and better, and neater, than one hundred skilful pot painters could have painted in the like space of time in the common and usual way of painting with a pencil; and these deponents say that they have been upwards of seven years in finding out the method of printing tiles, and in making tryals and experiments for that purpose, which they have now, through great pains and expense, brought to perfection.

JOHN SADLER
2 August, 1756. GUY GREEN

In due course loads of Wedgwood's famous Queen's Ware were being taken each week to Liverpool to be decorated; invoices exist dated as late as 1794, the year before Wedgwood's death. Transfer printing was destined before long to be common practice in the trade, thanks to the enterprise of these two pioneers, Sadler in particular. The idea no doubt came easily to a man trained as a printer; the difficulty lay in the different characteristics of printer's ink and enamel colours and of paper and the glazed surface of earthenware and porcelain. What Sadler did was to make an impression on paper with enamel colours from the standard type of engraved copper-plate; when damped and placed against a glazed surface these impressions were readily transferred to it. The piece would then be fired and the transfer made permanent just as for painting over the glaze done by hand—simple enough in theory, but requiring a vast amount of "know how" before it was commercially practicable.

Some years ago it was usual to relegate to Liverpool any piece which did not seem to come up to the standards, real or imaginary, of other English factories; the place was liable to be regarded as a sort of poor relation. It is now considered to deserve a rather higher place in the ceramic hierarchy than that, though it is still next to impossible to distinguish any particular factory, beyond recognising the transfers carried out by Sadler and Green.

These few illustrations, from the Victoria and Albert Museum collection, provide a fair cross-section of its eighteenth-century output, and I think most people will agree that the place holds its own well among more famous centres. The tile (Fig. 1) speaks for itself. The bowl (Fig. 4) can be dated to about 1760 by the figure of Wolfe. The opposite side shows a figure of Frederick the Great of Prussia, that notable land-pirate who was looked upon as something of a hero after the Seven Years War. Fig. 3, the ship bowl, is an uncommonly nice piece. Fig. 2 is specially interesting because the decoration is a mixture of transfer printing and painting by hand. The flowers and butterflies which adorn the major part of the plate are printed in colours. The centre landscape is also a transfer print but washed over with enamel colours.



FIG. 2. "SPECIALLY INTERESTING BECAUSE THE DECORATION IS A MIXTURE OF TRANSFER PRINTING AND PAINTING BY HAND": A PORCELAIN PLATE MADE IN LIVERPOOL IN ABOUT 1760. (Diameter: 7¾ ins.)



FIG. 3. A VERY FINE LIVERPOOL PORCELAIN SHIP BOWL OF ABOUT 1765: THE *SWALLOW* WAS PROBABLY USED AS A SLAVE SHIP. IT IS USUALLY DIFFICULT TO SAY WHICH OF THE LIVERPOOL FIRMS MANUFACTURED A PARTICULAR PIECE. (Diameter: 8⅝ ins.)



FIG. 4. DECORATED WITH THE FIGURE OF GENERAL WOLFE, AND THAT OF FREDERICK THE GREAT ON THE OTHER SIDE: A PORCELAIN BOWL OF ABOUT 1760, WITH THE TRANSFER MARK OF J. SADLER, LIVERPOOL. (Diameter: 9 ins.)

These pieces are illustrated by courtesy of the Victoria and Albert Museum.

DOCKS, OFFICES AND SHOPS: AERIAL VIEWS OF CENTRAL LIVERPOOL.



CAPABLE OF HANDLING THE LARGEST CARGO VESSELS: PART OF THE NORTHERN DOCKS' SYSTEM. CANADA BASIN IS SEEN IN THE LEFT FOREGROUND, LEADING INTO CANADA DOCK, WITH HUSKISSON AND SANDON DOCKS BEYOND.



ALEXANDRA DOCK, HORNBY DOCK AND GLADSTONE DOCK: THE END OF THE NORTHERN DOCKS' SYSTEM AT LIVERPOOL. GLADSTONE DOCK, FINALLY OPENED BY GEORGE V IN 1927, HAS THE PORT RADAR CONTROL TOWER AT ITS END.



THE COMMERCIAL AND BUSINESS CENTRE OF LIVERPOOL. THE NEWLY-BUILT DERBY HOUSE IS SEEN IN THE RIGHT CENTRE. EXCHANGE STATION IS ON THE LEFT, WITH ST. GEORGE'S HALL BEYOND IT IN THE DISTANCE.



SOME OF LIVERPOOL'S MAIN SHOPPING STREETS: AN AERIAL VIEW WITH CENTRAL STATION (TOP LEFT) AND BOLD STREET ON ITS RIGHT. CHURCH STREET RUNS FROM THE STATION TO MEET WHITECHAPEL AND PARADISE STREET.

The vital gateway to Liverpool is by sea and not by land. Thus the city has grown up round its docks, and its centre may be considered as a continuation of the Pier Head, where the passenger liners disembark their passengers, almost in the shadow of that famous trio—the Royal Liver Building, the Cunard Building and the Dock Board Building. The Landing Stage is a floating structure half a mile long, carried on about 200 iron pontoons. It rises and falls with the tide and is probably the largest floating structure in the world. Another renowned feature of Liverpool is the Mersey Tunnel, the longest under-water highway in the world. The Overhead Railway, running along the length of the docks, was the first electric elevated railway in the world. When completed, Liverpool Cathedral will be the largest in this country, thus adding another outstanding feature to Liverpool's list of records.



LIVERPOOL, ON THE MERSEY: A HISTORIC PORT, AND MORE RECENTLY ALSO A CATHEDRAL AND UNIVERSITY CITY.

In 1880, by a Royal Decree, Liverpool was elevated to the rank of a city and also became the seat of a new diocese, carved from that of Chester. Thirty years earlier, Liverpool had been made the seat of a Roman Catholic diocese, later elevated to an Archbishopric. These developments crowned the remarkable rise of Liverpool from a small port at the opening of the eighteenth century to one of Britain's greatest cities at the end of the nineteenth. In 1893 there was a further civic advancement when, by a second charter of Queen Victoria, the title of Lord Mayor was conferred upon the city's chief magistrate. In its development the city greatly extended its boundaries, until, to-day, it covers an area of some 43 square miles. As can be seen in this aerial photograph, Liverpool suffered very severe damage by bombing during World War II. Considerable rebuilding has already taken place, and the City Council has taken great pains to devise acceptable re-development plans. A further great achievement of the citizens of Liverpool has been the foundation and expansion of the University. University College was founded in 1881, and in 1903 the University of Liverpool was established by Royal Charter. To-day the University has over 500 professors and other teachers, and about 3000 students. [*Photographs by Aerofilms.*]

CLASSICAL ARCHÆOLOGY IN THE CRIMEA: A JOINT SOVIET-POLISH EXCAVATION.



FIG. 1. DETAIL OF THE HELLENISTIC WINE-PRESSING INSTALLATION FOUND AT MIRMEKI, IN THE CRIMEA (SEE FIGS. 4, 5 AND 6). THIS SHOWS THE CHANNELS AND OUTLETS THROUGH WHICH THE JUICE RAN TO THE VATS.



FIG. 2. A CLOSE-UP OF A WELL-PRESERVED CONCRETE OUTLET FROM ONE OF THE VATS—SEE ALSO FIG. 6. WINE WAS APPARENTLY ONE OF THE CHIEF ITEMS OF TRADE IN THE OLD CRIMEAN GREEK COLONY.

During August and September 1956, *excavations were carried out at Mirmeki, near Kertch, in the Crimea, by a joint Soviet-Polish expedition from the National Museum of Warsaw and the Hermitage Museum of Leningrad.* PROFESSOR DOCTOR KAZIMIERZ MICHALOWSKI (*who has supplied these photographs and notes*) *led the Polish team and* PROFESSOR VICTOR GAYDOUKIEVITCH *the Russian team.*



FIG. 3. A HELLENISTIC STATUETTE, PROBABLY FROM ALEXANDRIA AND SHOWING A MERCHANT, PERHAPS A CHARACTER FROM THE NEW COMEDY.

MIRMEKI (Greek Mirmekion) was a Greek colony as far back as the sixth century B.C. and it reached its highest development in the Hellenistic period of the third and second centuries B.C., being then called *Polis* (or city) by ancient writers. During the reign of Mithridates of Pontus, in the Empire of the Bosphorus (120-63 B.C.), the city suffered a severe economic crisis as a result of Mithridates' wars against Rome. During the first and second centuries of the Christian era Mirmeki became a suburb of the city of Pantikapeum (which is now Kertch), and remains so to this day, and is now called Woikoff's Settlement. The present season of excavations was a continuation of the discovery by Russian archæologists of a part

[*Continued below, left.*



FIG. 4. A CLOSE-UP OF ONE OF THE TWO WELL-PRESERVED VATS, WITH INLET AND OUTLET CHANNELS. IN THE RIGHT FOREGROUND, A MORTAR FOR GRINDING RESIN TO ADD TO THE WINE.

Continued.]

of the Hellenistic city, which was concerned in trading in fish, corn and wine. This year a number of dwellings and farm buildings were excavated, dating from the Hellenistic period (second and first centuries B.C.) and also from the Roman period (first and second centuries A.D.). Thanks to the discovery of a great number of amphora handles bearing inscriptions (called "kleima"), we were able to fix the dates of different stages of the buildings. We made deep soundings under the walls of the Hellenistic buildings and dug out the lines of older walls from the so-called Classic period, *i.e.*, from the end of the fifth and the beginning of the fourth century B.C. (Fig. 6). Fragments of imported Attic pottery are a distinct proof of close trade contacts of Mirmeki with Athens. And not only with Athens. Wine amphoras imported likewise from Rhodes, Sinope, Cnidos, Pontic Heracleia, decorated cups from Pergamon and Megara, terracottas from Alexandria (Fig. 3)—these show the wide contacts Mirmeki had with different centres of Greek culture. The Roman level, which we have excavated, fully confirms the information given by the writers of that period such as Strabo. Where there were previously

[*Continued opposite.*

A HELLENISTIC WINE-PRESS IN THE CRIMEAN GREEK COLONY OF MIRMEKION.



FIG. 5. THE HELLENISTIC WINE-FACTORY FOUND AT MIRMEKI, SHOWING THE THREE PRESSING FLOORS, THE TWO VATS AND PRESSING STONE.



FIG. 6. A GENERAL VIEW OF THE JOINT SOVIET-POLISH EXCAVATIONS AT MIRMEKI. THE LEVELS REVEALED ARE HELLENISTIC AND LATER ROMAN.

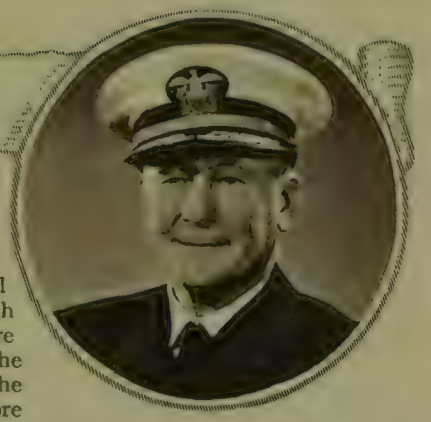
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well-built houses complete with drainage systems, we find the walls of farm buildings and small granaries. The most important find is, undoubtedly, the well-preserved vineyard cellar from the second century B.C. (Fig. 5). Here we found stone presses to extract the juice from the grapes and a complete and complicated but extremely ingenious system of sinks and drains (Figs. 1, 2 and 4) made in concrete typical of the Hellenistic period. From the scientific point of view this is quite a sensational find, as it is the first time in Crimean archæology that all the parts of such a building have been found in their proper place; and this will make possible a scientific reconstruction of this important unit of material culture of the distant past.

ONE OF THE GREATEST MARINERS OF ALL TIMES.

*"CHRISTOPHER COLUMBUS, MARINER": by SAMUEL ELIOT MORISON.**

An Appreciation by SIR JOHN SQUIRE.



THE AUTHOR OF THE BOOK WHICH IS REVIEWED ON THIS PAGE: PROFESSOR SAMUEL ELIOT MORISON.

Professor Samuel Eliot Morison, the American historian, has the unique distinction of combining the titles of Professor of History and Rear-Admiral in the United States Navy. He was Vyvyan Harmsworth Professor of American History at Oxford University from 1922-25, and Jonathan Trumbull Professor of American History at Harvard University from 1925-55. He is the author of a number of books.

EVEN though few new biographical "facts" about him are likely to come to light after the long and intensive searches which men have made in the archives of Spain, Portugal, and all other countries of Europe, new lives of Columbus are likely to appear for many generations more, his being one of the most fascinating stories in our human record. So great a tale can bear constant retelling. The man's resolution, heroic achievements, and Promethean ambitions and endurances, must always have the appeal of great tragedy. And so many facets does he show, that any new chronicler of his life is able, by directing his torch on one or other of those facets, to appear to reveal something new.

About twenty years ago, at a guess, I reviewed in this place a life of Columbus by Don Salvador de Madariaga. He concentrated mainly on the character of the man, and the man's dreams. He painstakingly examined Columbus's ancestry and personal dreams: he thought it quite possible that Columbus, although passionately a Catholic in religion, was by race a Jew, and was inspired, in his expeditions, by the wish for finding lands flowing, not merely with milk and honey, but with gold and diamonds, and all the spices of the East. Don Salvador's book was big and comprehensive, as brilliantly written as it was independent in approach. Since then the most notable life in English has been that by Professor (now also Rear-Admiral) Morison, published at Oxford in two volumes in 1942, when public attention was somewhat concentrated on the here and now.



CHRISTOPHER COLUMBUS (1451–1506).
From the portrait by Caprarola, photograph by Professor George Kish.

In a way the present modest volume may be regarded as a popular boiling down of that imposing work. But it is much more than that. The word "mariner" in his title indicates a special attention to Columbus in his capacity of seaman. And Professor Morison prepared for his study with pains such as are not normally taken by eminent University dons. His great predecessor, Francis Parkman, had given him an example, when, preparing his histories, he travelled thousands of miles in the American wilds, often ill and oppressed by melancholy, acquiring first-hand knowledge of the scenes and people which he wished to describe: he did not find all the Red Indians quite such noble savages as he had hoped them to be. Professor Morison, an experienced navigator, set about recovering Columbus's experiences by repeating his voyages in ships of about the same size as those which Columbus used on his four great voyages—though he did not think it necessary to sail in fifteenth-century discomfort.

One recovers, with him, the excitement of the Genoese's first sailings, and encounters a criticism of his navigation by a navigator. Longitude, in Columbus's time, was not ascertainable, and he was sometimes scores of miles out in his latitude. But he always achieved his landfall by dead reckoning; Professor Morison, with all modern instruments at his command, is astonished at Columbus's supreme ability at getting where he wanted to get, in spite of his crews' mutinous dispositions and uncertainty as to what was lying over the world's rim, where they might be swept into an endless Niagara.

Yet Columbus, as determined a man as ever lived, never did reach the port he was aiming at. North America he never reached: that was left for expeditions from England. But, in his four voyages, he coasted, and partly settled most of the West Indies, the passage between Venezuela and Trinidad, Panama, Costa Rica, Nicaragua and Honduras.

Yet all the time he was looking for, and thought he was on, the coast of Asia. The natives of America are still called Indians because of his delusion. He, knowing the globe was a globe, but thinking it smaller than it is, was taking, he thought, a quick route to the gorgeous East, and hit a huge continent wherein he always expected to meet outlying subjects of the Emperor of China. The successors of Kubla Khan were no longer on the throne of China. He didn't know that and whenever he encountered American "Indians" he expected to get information as to the methods of approach to the Asiatic grandeurs and glories narrated by Marco Polo. He died in his ignorance; the greatness of his dreams and his achievements is here once more recorded, and with maps which take one back to that great age of exploration. The immediate consequences of his discoveries are not so exhilarating. He was a great sailor, but he left people behind him as administrators whose deeds were ghastly.

Columbus's bodily adventures did not cease with his death. "The most frequent question asked me about Columbus," says Professor Morison, "is '*Where* are his authentic remains?'" There is no certain, though there is a likely, answer. "He was first buried at Valladolid, where he died. A few years later his son Don Diego, the Second Admiral of the Ocean Sea and Viceroy of the Indies, had the remains transferred to the Convento de Las Cuevas, on the opposite bank of the Guadalquivir from Seville; and there, in due course, Don Diego was buried. In 1541 Don Luís, Third Admiral and Viceroy, had his father's and grandfather's remains moved overseas to the Cathedral of Santo Domingo [he must certainly have believed in the permanence of the Spanish American Empire]; and for economy in transport, the contents of each coffin were transferred to a small lead casket. Both caskets were buried in the chancel of the Cathedral, before the high altar; and that of Christopher was marked by a monument. This was dismantled and concealed in 1655, when Santo Domingo was expecting an attack by General Venables and Admiral Penn, and never replaced. In 1795, when Spain was forced to cede Santo Domingo to France, the then Duke of Veragua, disliking the thought of his illustrious ancestor's remains being under the French republican flag, obtained permission to have them transferred to Havana. By that time nobody remembered exactly where Christopher's and Don Diego's caskets were. Workmen started to excavate on the gospel side of the high altar and soon came upon a lead casket which everyone assumed to be that of the Discoverer. The Duke of Veragua had it transported to Havana and buried there in the Cathedral with great pomp and circumstance. After Cuba became independent in 1898, this casket was transferred to Spain and incorporated in the handsome monument to Christopher Columbus in Seville Cathedral."

That isn't the end of the story. In the late nineteenth century there were excavations in the Cathedral of Santo Domingo and a casket was found which bore coffin-plates, with abbreviated inscriptions which, being interpreted, seemed to indicate that the veritable remains of the Discoverer were therein—bones, dust, and a small lead bullet. The authorities incorporated the casket in a monument to Columbus in Santo Domingo Cathedral. "I agree with their conclusions," says Professor Morison.

But the end of this argument is not yet. The deciphering postulates the word "America" in the inscription. Spaniards point out that the word "America" was not used for the New World in Spain until about 1700. Professor Morison points out that the term America was widely used in Northern Europe, "and the inscription on the lid may have been engraved by a German or Flemish workman, of whom there were many in Spain during the era of Charles V and Philip II." I don't think that that is quite final. If one were putting up a tombstone to one's father would one leave the wording of it to a monumental mason, especially if he were a foreigner?

Columbus's bones seem to be as restless as their original owner was in life. Professor Morison's last words are: "After the Columbus monument across the Ozama River from Santo Domingo has been completed, it is proposed to transfer the Discoverer's remains thither." The right place for them would be in Reykjavik, whence came the first Europeans to discover America, and whence, it is likely, Columbus drew a good deal of the information which led to his first gallant, and highly conjectural, expedition.



"THE NEW WORLD WAS FIRST SIGHTED FROM HER DECK AND SHE WAS FIRST HOME TO SPAIN": COLUMBUS'S CARAVEL *PINTA* SEEN IN A MODEL AT PEGLI MARITIME MUSEUM, GENOA, RECONSTRUCTED FROM THE D'ALBERTIS PLANS OF 1892. HER REAL NAME IS NOT KNOWN; *PINTA* WAS PROBABLY DERIVED FROM A FORMER OWNER.



THE MOST FAMOUS OF COLUMBUS'S SHIPS: THE *SANTA MARIA* SEEN IN A MODEL BY R. C. ANDERSON.
Collection of Addison Gallery of American Art.
Illustrations reproduced from the book "Christopher Columbus, Mariner," by courtesy of the publishers, Faber and Faber.

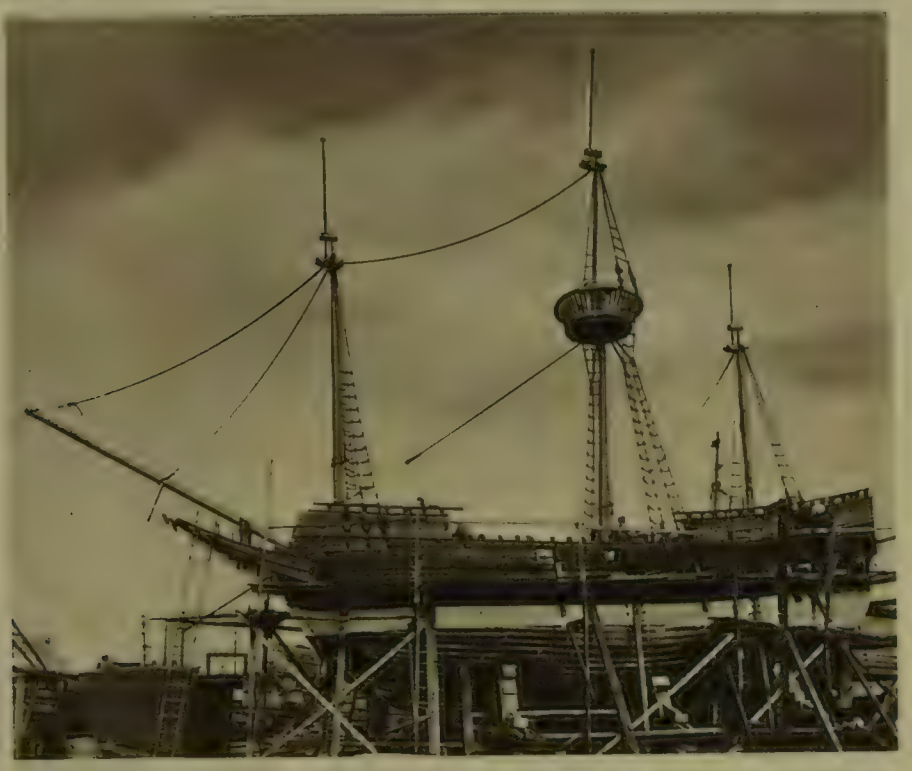
* "Christopher Columbus, Mariner." By Samuel Eliot Morison. Illustrations and Maps. (Faber and Faber. 21s.)

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 40 of this issue.

350 YEARS AFTER: REPLICAS OF THE JAMESTOWN SETTLERS' SHIPS SAIL AGAIN.



SUSAN CONSTANT II, THE FULL-SCALE REPLICA OF THE FLAGSHIP IN WHICH THE FIRST PERMANENT ENGLISH COLONISTS IN THE NEW WORLD SAILED.



GODSPEED II, THE FULL-SCALE REPLICA OF THE 40-TON *GODSPEED*, IN WHICH THE JAMESTOWN SETTLERS SAILED—DURING HER CONSTRUCTION.



350 YEARS AFTER THEIR ORIGINALS SAILED FROM LONDON: THE THREE REPLICAS (L. TO R.) *SUSAN CONSTANT II*, *GODSPEED II* AND *DISCOVERY II*.



MRS. LEWIS DOUGLAS, WIFE OF THE FORMER U.S. AMBASSADOR IN LONDON, DRINKING FROM THE CUP OF WINE WITH WHICH SHE NAMED *DISCOVERY II*.



THE BRITISH AMBASSADOR IN AMERICA, SIR HAROLD CACCIA, AND LADY CACCIA AT WEST NORFOLK, LOOKING INTO ONE OF THE CABINS IN *SUSAN CONSTANT II*.

In London, on December 20 (as recorded in our last issue), the Lord Mayor, in the presence of the American Ambassador, laid a memorial wreath at the Blackwall Memorial, which commemorates the sailing on December 20, 1606, of the three ships, *Susan Constant* (100 tons), *Godspeed* (40 tons) and *Discovery* (20 tons), which carried the first permanent English settlers in the New World to Jamestown, Virginia. On the same day, at West Norfolk, Virginia, in the presence of the British Ambassador to America, three full-scale replicas of those ships were ceremonially named, *Susan Constant II* by Mrs. Thomas B. Stanley, wife of the Governor of Virginia; *Godspeed II*, by Lady Caccia, wife of the British Ambassador; and *Discovery II*, by Mrs. Lewis Douglas, wife of the former U.S. Ambassador in London. The originals of these tiny ships made their landfall at the Virginia Capes on April 26, 1607; and on April 26 this year the Jamestown Festival, commemorating the 350th anniversary of the founding of the settlement, will open. Throughout the festival the three replica ships will lie at anchor off-shore from the rebuilt old fort of Jamestown and will be sailed during the period of the festival.



THE WORLD OF SCIENCE.



FOXIE AS A FAMILY-MAN.

By MAURICE BURTON, D.Sc.

THERE seems to be doubt as to how great a part the dog of the common fox (*Vulpes vulpes*) plays in bringing up a family. Majority opinion has it that he plays little or no part, but minority opinion would have it otherwise. It may, therefore, be worth recounting the observations we have made this year. The dog is *Foxie*, introduced to this page in 1955, and the vixen is *Maxine*, who was introduced here some months later. In May of this year *Maxine* bore a litter of four cubs. Before recounting the history of this family I would like to establish a debating point. It has often been said, and with some justification, that the habits of a wild animal cannot be studied from a member of the same species tamed or held in captivity. It is argued that under these circumstances the natural instincts are suppressed or submerged.

Our foxes, about which the rest of this story is told, are both tame and held in captivity. On the other hand, although tame they have only limited contact with human beings; and, although under restraint, they are living in a large enclosure within which they have, as far as is possible, a simulation of a natural habitat. These things we have arranged deliberately in order to obtain tame foxes, which are therefore readily observable, under conditions as close to the natural as possible. Moreover, wherever possible we have checked our observations against those made on foxes in the wild, and there is little reason to doubt that, on the whole, what we see them do is a fair picture of what they might do in the wild.

In May of this year, it was fairly evident that *Maxine* was about to have a litter. Among other things she excavated a third earth, the other two already in existence being the one *Foxie* occupied and the one she used, at the opposite corner of the enclosure. She was also seen stripping the hair off her underparts, to make a nest and, incidentally, exposing the nipples. This third earth, which I prefer to call the nursery-earth, was adjacent to her own sleeping quarters. Up to this time, the normal procedure when food was put into the enclosure was a wild scramble between dog and vixen to take as much as possible. Indeed, unless care were taken the dog was likely to take the greater part of it. We may say, therefore, that he was utterly selfish. Furthermore, although dog and vixen played together for brief spells each day, the dominant feature of their relations was a marked isolationism for most of the twenty-four hours of each day.



"IT SEEMED ALMOST AS IF HE WERE TEACHING THE CUBS TO PLAY": *FOXIE* ABOUT TO HAVE AN ENERGETIC GAME WITH ONE OF THE LITTER.

On May 8 the vixen stayed in the nursery-earth all day, and this was duly noted in our diary as an unprecedented event. The following day, the dog took food into the nursery and buried it. Whether he did this on succeeding days was not noted. On May 19 the vixen was still remaining in the earth as on the preceding days and, at feeding-time that evening, did not appear when the food was taken in. Now, the dog walked towards the entrance to the nursery with some of the food in his mouth, uttering a call we had not previously heard. The vixen came out and he dropped the food in front of her. Her girth was noticeably reduced now, and there could be no doubt her litter was born. The dog took food to her each evening now, and always to the accompaniment of this particular call; and this call is significant.

LICKING ITS LIPS IN ANTICIPATION: ONE OF THE CUBS ABOUT TO TAKE SOME FOOD FROM ITS FATHER'S MOUTH.

We had noted a variety of calls and cries during the preceding months, and it can be said categorically that at no time prior to May 19 had the fox used the call he then used, to bring the vixen out of the nursery. It is difficult to believe that the use of this call in these special circumstances did not represent the emergence of an instinct. We may suppose the dog-fox does this in the wild also, and that being tame and being under restraint had done nothing to inhibit it. The whole pattern of the dog's behaviour was as if he was aware of the birth of the cubs and the need for special attention to the vixen.

While the cubs were still very young, part of the roof of the nursery-earth fell in and the vixen was seen to carry each cub in turn out of the nursery and into another earth. This incident furnished a striking example of the intelligence of a fox, but that is too long a story to be included now. The cubs having been installed in their new home, the dog continued to take food to the vixen, who took it from his mouth, usually at the entrance to the earth. On June 10 the cubs came above ground for the first time, but were evidently still being suckled. On June 12, at feeding-time, the cubs looked out at the entrance to the earth, and for the first time took food from the father's mouth.

From that day on, the dog no longer gave the food to the vixen but to the cubs. If she obtained food from him it was only by forcibly removing it. This sometimes led to a vigorous tug-of-war. On June 14 the vixen vacated the earth containing the cubs and took up residence in the original nursery-earth, which she had improved by further excavation. Her voluntary separation from the cubs served to emphasise the dog's devotion to his offspring. As soon as food was put into the enclosure he would take the whole of it in his mouth and go towards the cubs' earth, making the call already mentioned. The vixen would obtain her share ultimately, by taking it from his mouth, but without doubt she now ranked second to the cubs in the dog's estimation.

Another marked feature was that the dog, equally with the vixen, contributed to the hygiene of the family, once the cubs were above ground, grooming their fur and generally keeping them clean, until they had grown to do this for themselves.

The whole sequence of events is so near to what we might expect, assuming the dog participates in the upbringing of the cubs, that it is difficult to suppose it was not wholly natural. Thus, giving the food to the vixen while she was suckling her cubs, and afterwards giving the cubs the first picking, could only be the result of the working of a natural instinct or of rational thought approaching the human level. If it were the result of a natural instinct, which is the most obvious interpretation, then we could expect the wild foxes to behave similarly.

There was further evidence of a participation by the dog: in their play. This was frequent and vigorous, the whole family participating. It was very noticeable, however, that the dog always took a most energetic part, while the vixen was more inclined to sit sedately by. Indeed, it seemed almost as if he were teaching the cubs to play. As to the vixen, it became more and more marked, as time proceeded, that she moved further and further away from the cubs, becoming increasingly short-tempered and impatient with their antics. In the wild this would probably have the effect of driving the cubs away as the time came for them to go off to live on their own. It could also be supposed that the wild dog-fox would tend to show decreasing interest in his family during this time, although in our *ménage* he continued his romps with the cubs unabated.

It may justifiably be argued that what we have seen in our family of foxes may differ in detail from that obtaining in the wild. It could also be argued that the attention devoted to the offspring by dog or vixen, wild or tame, would vary with the individual, as it does in any other species, including our own. Even making allowances in these two respects, it seems difficult to believe that the behaviour seen in our foxes can differ fundamentally from that of wild foxes, or that the dog does not play an important rôle in the care and upbringing of the cubs.



"AS SOON AS FOOD WAS PUT INTO THE ENCLOSURE HE WOULD TAKE THE WHOLE OF IT IN HIS MOUTH AND GO TOWARDS THE CUBS' EARTH": *FOXIE* ON HIS WAY TO FEED THE LITTER.

Photographs from a 16-mm. film by Jane Burton.

PERSONALITIES AND OCCASIONS OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



THE NEW PRIME MINISTER OF JAPAN: MR. ISHIBASHI.
Mr. Ishibashi, formerly the Minister of International Trade and Industry, was elected Prime Minister of Japan in succession to Mr. Hatoyama on December 20. Mr. Ishibashi had succeeded the Prime Minister as chairman of the Liberal Democratic Party a week previously, and two days before his election Japan became the eightieth member State of the United Nations Organisation.



LEADER OF THE SUMATRA REVOLT: COLONEL SIMBOLON.
On Dec. 22 Colonel Simbolon, Commander of the Indonesian Forces in North and Central Sumatra, revolted against the Government, apparently joining Colonel Hussein, who had seized control of the Central Sumatra Administration. By Dec. 30 the rising had not been put down.



NEW HEAD MASTER OF WESTMINSTER SCHOOL: MR. J. D. CARLETON.
Mr. John Dudley Carleton, Under Master and Master of the Queen's Scholars since 1949, has been appointed Head Master of Westminster School from September 1 next, in succession to Mr. Walter Hamilton. Mr. Carleton was educated at Westminster and Merton College, Oxford. He became an assistant master at Westminster in 1932. He is the first Old Westminster to be appointed Head Master since 1828.



A ST. JOHN AMBULANCE POST: MAJOR-GENERAL KIRKMAN.
Major-General John Kirkman has been appointed Commissioner-in-Chief of the St. John Ambulance Brigade, it was reported on December 21. Major-General Kirkman, who retired from the Army in 1954, became Chief of the Intelligence Division in Germany in 1950.



KILLED IN AN AIR CRASH: AIR VICE-MARSHAL BRAITHWAITE.
Air Vice-Marshal F. J. St. George Braithwaite, Senior Air Staff Officer, Far East Air Force, was killed when the *Meteor* aircraft he was piloting crashed on Pulau Batam, an Indonesian island near Singapore, on December 21. Air Vice-Marshal Braithwaite leaves a widow and two daughters. He was making a solo flight in the area when the weather suddenly deteriorated, and following this the crash occurred.



MR. DIEFENBAKER (CENTRE) AFTER BEING ELECTED LEADER OF THE CANADIAN PROGRESSIVE CONSERVATIVE PARTY.
Mr. John Diefenbaker was elected leader of the Canadian Progressive Conservative Party by an easy majority on December 14. Part of his policy is to look after the interests of the under-privileged in Canada.



THE NEW AMERICAN AMBASSADOR: MR. J. H. WHITNEY, NOMINATED BY PRESIDENT EISENHOWER.
On December 27 President Eisenhower nominated Mr. J. H. Whitney, the well-known financier and sportsman, as the new American Ambassador in London. The Senate endorsement of Mr. Whitney's appointment had yet to be made. A number of American diplomatic changes have been made recently, and many more are expected in the near future.



RESCUED FROM THE MALAYAN JUNGLE: DRIVER THOMAS LEE, BEING LIFTED FROM A HELICOPTER.
Driver Thomas Lee, who had been believed killed with the other eight occupants of an aircraft which crashed in the Malayan jungle on December 10, was found by a rescue patrol after he had been in the jungle for 11 days.



THE DISCUSSIONS ON THE ISRAELI WITHDRAWAL FROM SINAI: GENERAL BURNS (CENTRE) WITH GENERAL DAYAN OF ISRAEL (RIGHT) AND DR. GAILLAND OF THE RED CROSS (LEFT).
On December 16 General Burns arrived in Israel and discussed with General Dayan the further withdrawals of Israeli forces from Sinai. The withdrawal was followed by a reoccupation of the Peninsula by the Egyptians. A United Nations force was also in the area.



A LUCKY PURCHASE OF STAMPS: MR. GEORGE LOFTS, OF DARTFORD, KENT, WHO IS HIMSELF A STAMP DEALER.
A sheet of 240 2d. postage stamps which Mr. George Lofts bought on Christmas Eve at Dartford was later found to be completely unperforated, and has been valued at about £12,000. Mr. Lofts has been running a stamp business since 1941.

FROM ALL QUARTERS: A CAMERA RECORD OF EVENTS IN THE NEWS.



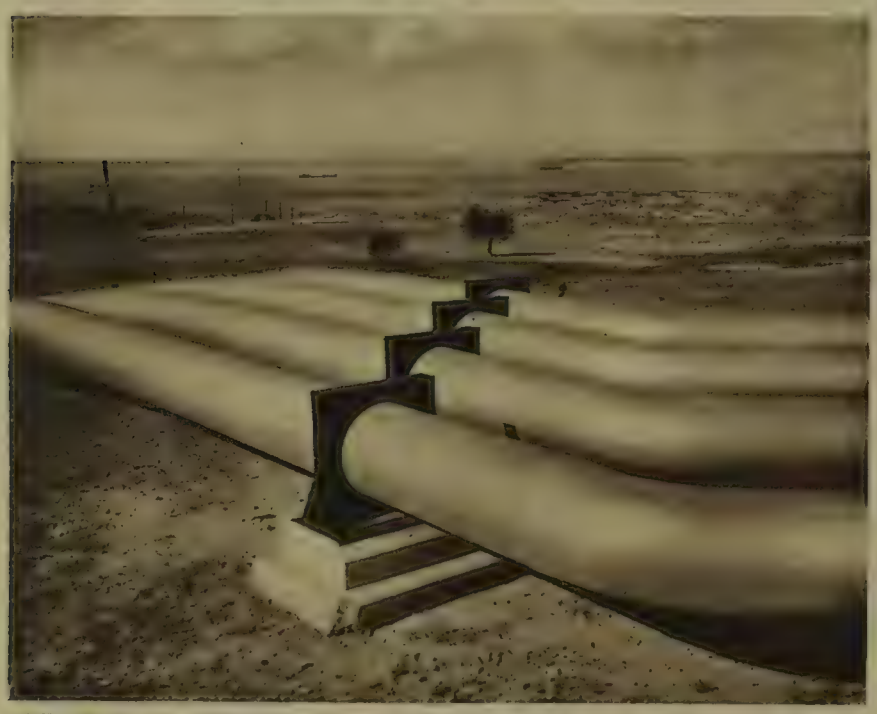
CLEANSED OF THE OIL WHICH THREATENED THEIR LIVES: SWANS BEING RETURNED TO THE RIVER AT WAPPING.
On December 28 members of the staff of the People's Dispensary for Sick Animals returned these oil-freed swans to the Thames at Wapping. Nearly 700 swans were rescued and treated by the R.S.P.C.A. and P.D.S.A. after an oil barge sank off Battersea on December 8.



AT COLUMBUS ZOO, OHIO: THE FIRST GORILLA TO BE BORN IN CAPTIVITY BEING FED.
A gorilla born on December 22 in the zoo at Columbus, Ohio, is the first to have been born in captivity. The little animal, which weighed about 4 lb., was put into a heated box and fed from a bottle.



DESTROYED BY THE EGYPTIANS: THE ANZAC WAR MEMORIAL AT PORT SAID SURMOUNTED BY BRONZE HORSES.
The New South Wales President of the Returned Servicemen League, Mr. Yeo, has asked that the Egyptian Government should be severely censured for the recent destruction of the Anzac War Memorial at Port Said. It honoured light horsemen of World War I.



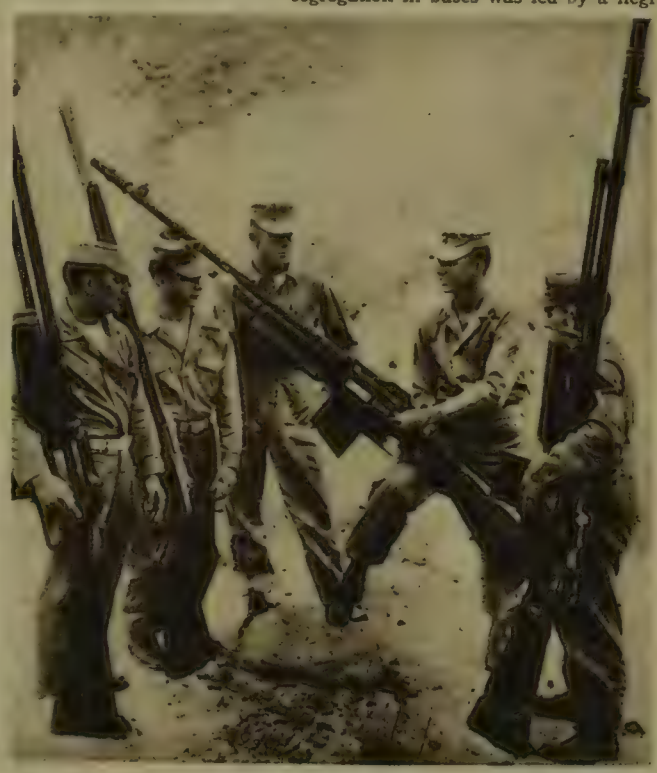
THE ONLY OIL PIPELINE STILL OPERATING IN THE MEDITERRANEAN: AN AMERICAN-OWNED PIPELINE FROM SAUDI-ARABIA TO SIDON, LEBANON.



VIOLATING THE LOCAL BUS SEGREGATION LAW: NEGROES TRAVELLING IN "WHITE" SEATS IN A BUS IN BIRMINGHAM, ALABAMA, ON DECEMBER 26.
Deliberate violation of local bus segregation laws by negroes in Birmingham, Alabama, on December 26, led to outbreaks of violence and many arrests. The demand for the end of racial segregation in buses was led by a negro minister, the Rev. F. L. Shuttlesworth, whose house was later wrecked by a bomb. Mr. Shuttlesworth is seen here sitting next to the window (right).



RECENTLY BROUGHT TO LIGHT: AN EARLY AND WELL PRESERVED MS. OF ST. JOHN'S GOSPEL.
Details of a Greek MS. of St. John's Gospel, thought to be of about A.D. 200, have recently been published. Nothing is stated of the origins of this codex. Its text is said to agree fairly closely with the accepted text of St. John's Gospel.



ARMS AND THE MEN: A GROUP OF AMERICAN MARINES AT PENDLETON CAMP IN CALIFORNIA SEEN WITH FEARSOME-LOOKING OUTSIZE DEMONSTRATION MODELS OF BROWNING AUTOMATIC AND M-1 RIFLES, WHICH ARE USED FOR INSTRUCTION PURPOSES.



PREVIOUSLY BELIEVED TO DATE FROM *c.* A.D. 400 AND NOW PROVED BY RADIO-ACTIVE CARBON TESTS TO DATE FROM BETWEEN 800 AND 400 B.C.: A GIANT SCULPTURE OF THE EARLY MEXICAN LA VENTA CULTURE.

NEW YORK'S "MAD BOMBER."



THE WORK OF THE "MAD BOMBER" IN NEW YORK: THE BOMB (ARROWED) FOUND IN GRAND CENTRAL TERMINAL ON DECEMBER 27.



WHILE THE BOMB WAS BEING REMOVED BY THE POLICE BOMB SQUAD: PASSENGERS LOOK ON ANXIOUSLY.



AFTER ANOTHER INCIDENT THE FOLLOWING DAY: THE BOMB FOUND IN THE PARAMOUNT THEATRE BEING PLACED IN A DISPOSAL VEHICLE.

ON December 27 the "mad bomber" of New York—the fanatic who has been scaring the city for a period of sixteen years—struck again. A bomb device, the thirty-second found up to then, was found in Grand Central Terminal. The following day two more such devices were found, another at the Terminal and one at the Paramount Theatre, Times Square. The situation has been aggravated by numerous telephone calls to the police, made anonymously and giving bomb warnings, which have turned out to be false alarms. Similar plagues of false alarms have also occurred in other American cities. The bombs, which consist of a short length of pipe filled with powder and plugged at both ends, are removed in special containers designed to lessen the effects of explosions. A reward of £8928 was to be made for information leading to the arrest of the fanatic, it was reported.

CAPTURED RUSSIAN NAVAL EQUIPMENT.

RUSSIAN naval equipment, captured at Port Said, is being examined by experts at Portsmouth Dockyard. Commander N. A. Dolton, a dockyard engineer-ordnance officer, told representatives of the Press, at Portsmouth on December 28, that so far nothing of a startling nature had been found among the equipment. The most important item is a combined gunnery and torpedo computer. The Royal Navy at present uses two separate machines for these purposes. This computer is graduated for torpedoes with speeds up to 60 knots, but the Russian Navy are not believed in fact to have such fast torpedoes. Most of the equipment has been identified as spare parts for "Skoryi"-class destroyers, of which Egypt is believed to have two. Some of the equipment is thought to be for training purposes ashore. Examinations of the material have been made also by N.A.T.O. officers.



CAPTURED AT PORT SAID: SOME OF THE RUSSIAN NAVAL EQUIPMENT BEING EXAMINED AT PORTSMOUTH DOCKYARD.



EXPERTS EXAMINING RUSSIAN NAVAL EQUIPMENT USED FOR CHANGING GUN BARRELS. A 130-MM. BARREL IS SEEN IN THE FOREGROUND AND IN THE BACKGROUND EXPERTS ARE DISMANTLING A SMALLER BARREL.



IN AN ENGLISH GARDEN.



THE GENTLE ART OF LOOTING.

By CLARENCE ELLIOTT, V.M.H.

BY loot and looting I do not mean the sort of stealing in times of public stress—war, revolution and so forth—for which the thieves are apt to get strung up on the nearest lamp-post. And quite rightly too. No, I mean the open and honest giving and taking of plants, cuttings, seeds, seedlings, and garden manavlins generally, which is prevalent among all gardeners of good will, and which for some reason or other has come to be known among such gardeners as loot, and looting.

As far as I know, the only piece of loot, of the other kind, in my possession, came my way at third hand, with no chance of my tracing the rightful owner, even if I wished to—which I don't. It is a charming French enamel snuff-box with silver-gilt mountings—unless they are gold. I found it in an unlikely little antique shop about ten years ago, and the surprising price was 30s. The owner of the shop told me a year or two later that he had bought it from an ex-Tommy who had "picked it up" in a ruined chateau in France during the last war. That background to my small and beautiful treasure does not worry me. In fact, it rather adds interest to its history. But I confess that I sympathise with its late owner, and if I should ever meet him, and know for dead certain that he really was the owner, I would feel bound and, if he were a good fellow, glad to return it to him. But I have no intention of looking for him.

Plant and garden looting is quite another matter, and quite distinct, too, from pinching plants, seeds, cuttings from the gardens of friends. I use the term "pinching" as a mean-sounding word for a mean, despicable act. I once heard of a wealthy and eccentric gardener who bought up several old gas lamp-posts, and erected them in various parts of his garden. Very naturally visitors would ask him what they were for. He waited for that, and for the opportunity of answering—"for the convenience of honest dogs, and for hanging dirty dogs found pinching plants."

I think I can honestly say that I can only remember having once deliberately pinched cuttings of a rare plant instead of asking if I might be given some. I told of the incident on this page some time ago in an article "The Phantom Trouts of Coronel." On my second plant-collecting expedition in Chile and the Andes my companion, Dr. W. Balfour Gourlay, and I visited the town of Coronel in South Chile, where, in a public garden, we saw enormous bushes of the white, or almost white-flowered form of *Fuchsia magellanica*. We had seen specimens of this plant in a nursery near Santiago, and for some reason which we never fathomed had been firmly refused a chance of buying one. It would have been an easy matter to seek out the superintendent of the garden in Coronel and ask for cuttings, which would certainly have been forthcoming. But we were naughty. To save fuss and bother we turned lazy and took a few cuttings, one of which I nursed home to England alive, as an enfeebled rooted cutting. Since then *Fuchsia magellanica alba* has become widely distributed in this country, and has produced at least one very beautiful hybrid offspring in *Fuchsia* "Mrs. Wood." And I confess that the memory of having robbed the Chilean nation of those cuttings for the benefit of British horticulture has not given me one single sleepless night. Despite my principles and prejudices in the matter of pinching as opposed to legitimate looting, I think that perhaps there are occasions when a slight bout of fatty degeneration of the conscience is permissible.

It is pleasant to look back over the years and remember some of the fine plants which have come to me as loot from the gardens of generous garden friends. It was somewhere in the early 1920's that the late Mr. W. P. Milner, of Totley Hall, just outside Sheffield, gave me half a sackful of bulbs of that grand autumn-flowering bulb *Nerine bowdenii*. He had a congested band of this plant, at the foot of a south wall. So congested were the bulbs that they were almost pushing one another out of the ground, humped up in solid bulges, and grown thus they flowered far more profusely than they ever do when spaced out several inches from one another. There must have been hundreds of the 2-ft. stems carrying their heads of elegant, clear, pink lily-like blossoms, and even in that northerly district they had proved perfectly hardy over many years with no winter protection whatsoever.

Another grand plant that Mr. Milner gave me was *Viola* "Arkwright's Ruby." He had received it from the raiser, and got special permission to let me have it for my Six Hills Nursery. The plant was propagated by means of cuttings, and what a brilliant thing it was, with blossoms the colour of the most intensely vivid of all blood-red wall-flowers. Unfortunately "Arkwright's Ruby"—the original true plant—had a poor constitution, and did not lend itself to heavy vegetative propagation. I showed it in London once or twice, and folk went mad about it. Great quantities of orders were booked for it, and then we had the greatest difficulty in producing the necessary saleable plants. Such a nightmare of worry did "Arkwright's Ruby" bring to Six Hills that before long I decided, most reluctantly, to drop it. Some years later, however, a strain of near "Arkwright's Rubys" was evolved, seeds of which were, and as far as I know still are, sold as "Arkwright's Ruby." A fine and effective race of "red" violas, founded upon the old original plant, but not, unfortunately, a patch on it for brilliance and perfection of form.

It must have been at about the same time that I first visited the old Chelsea Physic Garden, and was astonished to see a great vigorous bush of the true olive, *Olea europæa*, flourishing in the open. It had not developed the characteristic trunk which makes the Mediterranean olive trees so picturesque. It was more of a big bush, 10 or 12 ft. tall. I was given half a dozen cuttings from this specimen by the curator of the garden, a bit of loot which I prized greatly, and still prize. I struck the cuttings without difficulty, and one of them still lives with me, as a dwarfed tree in the Japanese manner. It lives in a celadon grey-green pot, with its main roots exposed and grasping a small, hard mossy mound. Although it must be quite thirty-four or five years old, it stands in its pot only about 18 ins. high. It makes very little growth each year, but has developed a stout little trunk, and a distinct air of age despite its extreme youth—for an olive tree. It spends its summers knocking about in the garden in company with other odd pot-plants, and it winters in the unheated greenhouse, whilst occasionally it comes indoors, when it never fails to attract attention, and admiration.

It is difficult to decide whether it is more pleasant to loot one's friends' gardens or to have them loot one's own garden. Probably honours are about even. I think the most interesting phenomenon I ever encountered in all my horticultural experience was a man who confessed to me quite frankly that what he hated more intensely than anything else was to be asked by visiting friends for cuttings and seeds of this and that. I straightway asked him for a cutting from a special fig-tree that he had trained up a wall. I did this in order to observe his reactions more than anything else. They were pathetic.



"THE CHARACTERISTIC TRUNK WHICH MAKES THE MEDITERRANEAN OLIVE TREES SO PICTURESQUE": AN OLIVE TREE IN TUNISIA.

In his article Mr. Elliott mentions that olive trees can grow in favoured parts of this country, but that they usually form bushes rather than the characteristic trees; and favours rather the dwarfed tree which he grows himself in a celadon pot in the Japanese manner.

Photograph by J. E. Downward.

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THE gift of a subscription to *The Illustrated London News* is surely the ideal choice on the occasion of weddings and anniversaries of friends, relatives or business acquaintances at home or abroad. Fifty-two copies of *The Illustrated London News*, together with the magnificent Christmas Number, will be a continuing reminder of the donor and provide twelve months of interesting reading and the best pictorial presentation of the personalities and events of the day.

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A MAGNIFICENT RED-FIGURE *KYLIX* OF GREAT SIZE (55 CM.—21⅝ INS. IN DIAMETER), BEAUTY AND COMPLEXITY, AND ALMOST CERTAINLY BY THE PAINTER OF THE PENTHESILEA CUP—RECENTLY FOUND IN THE ETRUSCAN SITE AT SPINA. THE INTERIOR OF THE CUP, DESCRIBED IN TEXT BELOW.



ONE SIDE OF THE EXTERIOR OF THE CUP, SHOWING A HOMERIC SUBJECT—ACHILLEUS AND MEMNON STRUGGLING IN THE PRESENCE OF THE GODDESS OF THE DAWN, EOS, WHILE OTHER HEROES LOOK ON.



THE OTHER SIDE OF THE EXTERIOR, SHOWING THE QUARREL BETWEEN ODYSSEUS AND AJAX FOR THE ARMS OF ACHILLEUS. THE BEARDED FIGURE IN ARMOUR IN THE CENTRE IS MOST PROBABLY AGAMEMNON.

A MASTERPIECE OF GREEK VASE PAINTING, ALMOST CERTAINLY BY THE MASTER OF THE PENTHESILEA CUP, DATING FROM ABOUT 460 B.C., FOUND RECENTLY AT THE ETRUSCAN CITY OF SPINA.

This magnificent red-figure *kylix* or drinking cup, of great size, was recently discovered on the site of the ancient Etruscan city of Spina, near Lake Comacchio, in Northern Italy—to which reference has been made in our issues of December 8, 1956, and December 4, 1954. The cup was almost certainly made between 465 and 460 B.C. and painted by the same artist as the famous Penthesilea Cup (which is now in the Pinakothek, Munich), one of the greatest ceramic painters of the age, who was especially fond of Homeric themes and crowded subjects with a conflict of emotions. The two outer subjects are described above. In the centre of the cup's interior two *epheboi*, one of them mounted, lower their spears in homage before an altar. Round them is a border of palmettes; and outside this is a circular frieze of the labours of Theseus—opposite the horse's head is the dying Minotaur—and the whole composition is encircled with a wreath of olive, an unusual feature in this painter, who generally used ivy sprays in such circumstances. The cup is not yet restored and, indeed, owing to its size and shape and the smallness of the foot, its restoration will pose a number of problems.

THE WORLD OF THE THEATRE.

NEW LAMPS AND OLD.

By J. C. TREWIN.

"NEW lamps for old!" booms Abanazar the magician, in the deepest voice I remember—not surprisingly, for it is the majestic blue-black utterance of Valentine Dyall who, when he likes to compete, can make thunder sound like a chirp. Certainly he does in "The Wonderful Lamp" at the Palladium, a pantomime that, in some ways, might take "New Lamps for Old" as its epigraph. No! What a thing for a pantomime to have! Let us say, its motto. It could be the motto of more than the Palladium this Christmas, but there it is especially noticeable.

For one thing, the pantomime, which is about Aladdin, is named simply "The Wonderful Lamp" (does this mean, that, later on, we shall be having "Turn Again, Whittington" and "A Coach to the Ball"?) Then, and more remarkably, the principal boy, probably to the horror of single-minded traditionalists, is not a girl. He is Norman Wisdom, who looks and sounds like an inquiring Cockney terrier. It is a change from the prodigious feminine swoop: at the risk of being hacked to pieces by the faithful (with whom usually I agree) I enjoy it. Although not very happy when Wisdom sings, I am happy when he falls down, crashing like the mast in "Q's" story that went "smack-smooth by the board." And we can enjoy other mannerisms and signals: Aladdin's cocky strut, his cap with the upturned peak, and his back-thrust head endangered by his heels.

The pantomime book is not a comic masterpiece, though it does allow Wisdom and Sonnie Hale (Twankeying away with ardour) to have a hearty free-for-all with flour-paste. I regret the absence of crockery-smashing. Still, that apart, the book does conscientiously make room for everything; and, in any event, we shall probably think first of the décor. This is something to gratify both the child—whose Christmas gift this is supposed to be—and the parent: adults because it is less garish than we are used to in pantomime, and the children because there is a whole series of swift transformations. The cloud-capped towers and gorgeous palaces are quick to melt. And I cannot imagine anyone, in the holiday spirit, not being pleased by a moment when Scheherazade suddenly shoots out from the front of a stage-box on a flying-horse that is suitably illuminated. That Palladium box can never be just the same again.

We know at last the identity of the man-in-the-moon. It is none other than Mr. Dyall's Abanazar, marooned there after his plan to abduct Princess Yasmin has been foiled by Norman Wisdom, arriving in a rocket. If you protest that this is not the "Aladdin" you remember from the Arabian Nights (where the Princess was called, alarmingly, Badroulboudour), I hasten to answer that Scheherazade might be astonished as well. It would provide her, at any rate, with another useful tale in reserve.

"These Foolish Kings" (Victoria Palace) is, at heart, pantomime, though I dare say it will run for the usual two years and not flicker off after the holidays. It is the Crazy Gang revue, and this also has its surprises. One is extremely pleasant: the return of Eddie Gray, the "Monsewer," whose personality is among the most cheerfully idiosyncratic in the business. His looped black moustache adds a flourish of ferocity to a thoroughly gentle fellow with the endearing habit of muttering Cockney-French in the current manner of Stratford-atte-Bowe. I cannot say that the makers of the revue have been helpful to Mr. Gray; but he is permitted some of his juggling act—in which, as ever bored ineffably, he is aided by another "Monsewer," an amusing carbon-copy who happens to be his brother—and he is also detailed for some not too arduous auditorium patrolling.

The Gangsters, quieter than they were, though no less ready (under Bud Flanagan's beaming leadership), seek compulsory "audience participation" less fiercely than of old. In fact, though there is a fair amount of the slap-about that addicts love, and more retiring souls regret, the Gang has decided to fly a kite at Shakespeare. Not very exacting Shakespeare: it is the Pyramus-and-Thisbe interlude, and, alas, it fails to come off. A curiously coy approach—true, I agree that Charlie Naughton's Thisbe is chubbily distraught—proves simply that there is much to be said in Shakespearean comedy, even its slapstick, for the work of the Shakespearean actor. Still, the scene occupies only a quarter of an hour, and for the rest of the night the Victoria Palace stage is peopled as we expect.



TOM TAYLOR'S MID-VICTORIAN MELODRAMA: "THE TICKET-OF-LEAVE MAN," SHOWING THE SCENE IN WHICH THE KIND-HEARTED BOB BRIERLEY, FROM LANCASHIRE (JOHN TREVOR), HELPS MAY EDWARDS (CAROL RAYE), THE STREET SINGER WHO IS IN DISTRESS.



"THE PIECE COMES TO US NOW AS STOUTLY-CARPENTERED MELODRAMA ALIVE WITH DETAIL": "THE TICKET-OF-LEAVE MAN" (ARTS), SHOWING (L. TO R.) MR. GIBSON (KENNETH EDWARDS), MRS. WILLOUGHBY (GWEN NELSON), BOB BRIERLEY (JOHN TREVOR), MAY EDWARDS (CAROL RAYE), HAWKSHAW (GEORGE COULOURIS), JAMES DALTON (STEVEN SCOTT), SAM WILLOUGHBY (DEIRDRE DOONE) STRIKING THE VILLAIN, MELTER MOSS (STANLEY VAN BEERS), EMILY ST. EVEREMOND (CHRISTIE HUMPHREY) AND GREEN JONES (RODERICK COOK).

The Arts Theatre stage is not. Remarkably, the play is Tom Taylor's "The Ticket-of-Leave Man," that historic melodrama of 1863. It endures in record for its famous moment in the tavern, thus set out in the text:

HAWKSHAW (*pulls off his rough cap, wig, and whiskers, and speaks in his own voice*) Hawkshaw, the detective. (*Gives a pistol.*) Take this—I 'll be on the look-out.

The piece comes to us now as stoutly-carpentered melodrama alive with detail. We may think less than our ancestors did about the implicit social criticism, but the play is worth attention, and not just as stuffing for a museum-case. Its director, Walter Hudd, has most bravely resisted any temptation to fool it. I tire of companies and audiences that try to find Victorian drama immoderately comic. Though, at the Arts première, too many onlookers were seeking a laugh, the cast moved between Swaying Stone and Trembling Spur with commendable sure-footedness. Now and again there was a lurch towards mockery, but for nine-tenths of the night the company kept its balance. Many of us left with admiration for the work of Mr. Hudd and the acting of John Trevor (hero) and George Coulouris (Hawkshaw the detective): we had, as well, a certain respect for Tom Taylor.

Christmas revivals increased my respect for "Peter Pan" (Scala) and decreased it for "Where the Rainbow Ends" (Coliseum: matinées). The Never-Never-Never fantasy, with its distillation of moonshine, now sets playgoers arguing as much as "Look Back In Anger" does. I find that if one listens to "Peter" selectively, its richest passages—the Pirate Ship, for example—never fray; the rest is easy to forget. The new Peter (Janette Scott) has youth and attack, though I wish she would not lapse into "Wen-*dee*!", a name too endeared for such treatment as this. John McCallum is a monstrously fine Hook ("Split my infinitives!") and Russell Thorndike's Smee is as good on calico and crocodiles as ever he was.

On the other side, I fear that "Where the Rainbow Ends" has lost even its period quality. The stage of the Coliseum is too big for it, and the fantasy comes to us as sententious and threadbare. Markova dances beautifully in an incidental ballet, but there what pleases the parents must bore many children. The play, I am afraid, is among the battered old lamps. A far fresher one is Nicholas Stuart Gray's "The Emperor's New Clothes," which the Birmingham Repertory Theatre has just introduced. It is "loosely based" on Hans Andersen, so loosely that Andersen's tale turns up only as an afterthought. But the evening, under Douglas Seale, is charming and civilised, and there is my favourite genie, a green-faced young man called Belvedere whom Kenneth Mackintosh acts with grave delight.

Swimming (most willingly) on the Christmas tide, I can only report for the moment, as wave after wave comes up, that Ronald Millar's comedy, "The Bride and the Bachelor" (Duchess), has the aid of such eminently professional comedians as Cicely Courtneidge, Robertson Hare, and—as a ghost, cherubic if implausible—Naunton Wayne. "Puss in Boots," with its magnificently temperamental Cat, is back, now at the Lyric, Hammersmith; Blytonians are suitably provided for with matinées at the Hippodrome ("The Famous Five") and the Stoll ("Noddy in Toyland"); circuses at Olympia and Harringay are kicking up their heels and the tan; and Gilbert-and-Sullivan, at the Princes, proves how the old lamps can shine. I quoted "Q" earlier. Let me end with his passage on the operas that should not go unheeded by to-day's easy mockers: "You may examine number after number of his [Sullivan's], and the more closely you examine the more will you be convinced that no composer ever lived with an exacter appreciation of words, their meaning, their due emphasis, their right articulation. A singer must be a fool indeed if you do not hear through Sullivan's notes the exact language of any song."

OUR CRITIC'S FIRST-NIGHT JOURNAL.

"TOAD OF TOAD HALL" (Stratford-upon-Avon).—The Milne play from "The Wind in the Willows." (December 24.)

"THE PRINCESS AND THE SWINEHERD" (Arts).—Nicholas Stuart Gray again: a revival of his fantasy for matinées. (December 27.)

"THE YEOMEN OF THE GUARD" (Princes).—"A song to sing, O!" (December 31.)



AN ACTRESS WHO PEOPLED THE STAGE ON HER OWN : THE LATE MISS RUTH DRAPER.

Miss Ruth Draper, who made her first appearance in London in 1920, died in New York on December 30, aged seventy-two. She was born in New York on December 2, 1884, the youngest daughter of Dr. William Draper, a distinguished physician. After a most unsuccessful beginning as an ordinary actress Ruth Draper returned to the stage with her brilliant solo performances, which soon won her world-wide renown. She used no scenery and the bare minimum of props and costume. Yet because of her remarkable gifts of dissecting character and of rendering her discoveries with great force, she held her audiences spellbound for the full length of a theatrical performance. She is seen here in one of the parts of " Three Women of Mr. Clifford," in which she portrayed a business man's wife, mistress and secretary. Among her other well-known sketches were " In a Church in Italy," " Love in the Balkans " and " Showing the Garden." Miss Draper herself devised all these sketches, and it is believed that few of them were ever written down. Ruth Draper's last London season was at the St. James's Theatre in July, and she closed her visit to England with a performance in Holloway Prison. In 1951 Miss Draper was appointed an Honorary C.B.E., and she was honoured by several American universities, as well as by Cambridge and Edinburgh.

Photograph by Angus McBean.

NOTES FOR THE NOVEL-READER.

THE NOVEL OF THE WEEK.

NOWADAYS we are too sophisticated to bring up the old cliché-contrast between art and heart, and, anyhow, that was too simple a way of putting it. Yet the point remains valid. We may still reasonably ask of a work of fiction: Does it take one along? does it excite the feeling it was meant to excite? I often think this is one of the most lethal tests for good writers: though it is also one of the most debatable, and I must further allow that one grows tougher with time. And yet again, it may be said that "**The Loving Eye,**" by William Sansom (Hogarth Press; 13s. 6d.), does not exact much feeling. It is a playful book: a fantasia of London gardens in the spring, a kind of fairytale comedy, slightness itself but for the décor. Matthew Ligne, aged thirty-nine, and outwardly the ideal "walking gentleman"—tanned and handsome, well-dressed and well-to-do—is actually sick of a mild stomach ulcer and an emotional calm. Somehow his taste for life has dried up. And so he loafs about his Kensington home, supposedly writing a historical monograph on the district, and waited on by an ex-actor of all trades on his beam ends. Their chief diversion is a private world of back gardens, lying between this terrace and the next. Matthew spends hours gazing into this hidden world, and speculating on the lives of the nearest people—who can never be quite real, but "only an engaging fiction." Then, one gusty April day, he sees a strange woman at the window opposite. Instantly she enthralls his fancy. This is the impossible She, the girl seen for a moment in passing, and remembered for ever. And "by a wonderful chance she cannot pass!" He has her safe, as long as he doesn't try to meet her; for, of course, the dream-girl vanishes when spoken to. And luckily he is shy and will never dare. . . . But to his henchman Leslie, this is a pitiful way of going on. Leslie takes his own steps—and is dismayed to identify the dream-girl as Ma McGhee, a male impersonator turned night-club hostess, with pink hair and black butterflies on her stockings. . . . However, he was misled. And Matthew is galvanised by relief. And all ends well: though not till the body of a neighbouring "fiction" has been dug up in a vegetable-patch. . . .

Mr. Sansom is an impressionist. His London scenes are masterly and delightful, with an intimate, airy charm. But there is next to no story; and what there is one can't care about.

OTHER FICTION.

"**A Man on a Pillar,**" by Jane Gillespie (Peter Davies; 12s. 6d.), keeps one emotionally absorbed. Dunstan is an eminent man of letters; his wife ran away and has since died, and he has brought up his daughter Ellen entirely at home, as a kind of junior self. But on his last visit to America she was left at a convent school. He didn't say why; and afterwards she is stunned to hear that he has become a Catholic, and to be treated as a stranger. He calls it "not forcing her"; but what it feels like is being abandoned. "Dunt" has a craving for martyred loneliness, a kind of mystical sublimation of the ego; and his conversion is only the last phase. Now he must renounce even his daughter. . . . But Ellen can't stand being renounced; she wants a guide—and when she has found one, in an excellent though podgy young man of thirty-three, with round eyes and stomach trouble, it is suddenly, glacially evident to the "man on the pillar" that he ought to break this up. . . .

It is a dramatic story. It has also great delicacy, rare intensity of feeling, and a most touching love-affair.

"**The Hungry Leopard,**" by Mary Borden (Heinemann; 15s.), somehow manages, with all its accomplishment, to remain unwritten. It is one of those throwback novels. Amanda Dewhurst, the rich, spoilt, despised little American wife of an English diplomat, has committed suicide—with a last appeal to her friend Sophie to "go get the letters." Most people would be amazed at her possession of them. For the writer was "Jaques," a "great worldling," Central European grandee and literary genius, who has vanished from other ken. Three years ago, Amanda likewise disappeared for a twelvemonth, with alleged loss of memory. On her return she separated from Gilbert, who had for years been carrying on an affair with the aristocratic "hungry leopard," Eloise Hunt. And the question is, what was between Jaques and Amanda? The characters are eminently glossy and twopence-coloured; but the actual story never seems to take place.

"**Death is a Red Rose,**" by Dorothy Eden (Macdonald; 10s. 6d.), features a strange old London house, full of queer tenants, and ruled by a superb old woman with a parrot called *Ahmed*, a lot of tall stories and global junk, and an obsession with her gay, exquisite daughter Lucy, who died young. Arabia hits on a plan to "bring back the spring"—just as Cressida Barclay has run away from her methodical young man in the Cotswolds to show her spirit. Presently she is installed in Dragon House as the new Lucy: and all is eerieness. And very nice, too. For this writer has a unique talent; she can endow the most mechanical of all genres, the Frightened Girl story, with charm and fragrance.

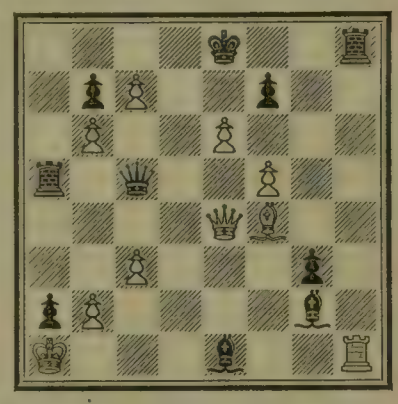
K. JOHN.

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

FROM a Leicestershire reader comes a letter pointing out a mistake in a problem we published in 1851. Yes, not 1951 but 1851. The chess column in *The Illustrated London News* had started nine years before that; correspondence about articles in this column published a century ago—well, we just take it in our stride!

He refers to the following problem, composed by M. Preuss, of Altona:



White, playing first, to mate in four moves. The solution, as given later, runs:

White	*Black*
1. R. takes R (ch)	K. to his 2nd
2. B to K Kt 5th (ch)	P to K B 3rd
3. Q to K 5th	Anything
4. P to Q B 8th—becomes a knight and gives mate	

Our correspondent, Mr. M. H. Marsh, correctly points out that Black, on move three, could play . . . R–R1 and answer 4. P–QB8(Kt)ch by 4. . . . R×Kt.

Examination of the position shows that, though the criticism is justified, the fault lies in the chess editor's presentation rather than the problem itself, which is, within its limits, sound and attractive enough

We imagine that the chess editor of those days was sent the problem with a brief note by the composer pointing out that White's third move was the undoubtedly brilliant 3. Q–K5, which, of course, threatens mate by 4. B×Pch; that he added "If now 3. . . . Q×Q" (which is the only legal way in which Black can protect the threatened pawn) "then 4. P–B8 (Kt) . . ."

Carelessly, the author dashes off the quite incorrect "Anything," and 105¼ years afterwards, Mr. Smith, of Loughborough, gets on to his trail.

The problemist of to-day, even the average player interested in games positions, would recoil in horror at the idea of such a move as 1. R×R being the key. It does us good sometimes, however, to get back to earth, and is it so very inartistic to have the beauty coming in a rush on the third move instead of the first? I wonder whether tradition will ever edge back towards this idea? For that third move *is* beautiful. Note also 3. . . . P×B; 4. P–B6 mate.

The purist of to-day would ask why is there a black bishop on K8? Presumably so that Black is not threatening . . . R×Rch, which would make the key-move rather plain.

I can find no other move which solves the problem. A real merit, this. For instance, 1. P×P dbl ch, K×P; 2. Q–K6ch, K–Kt2; 3. P–B6ch (what else?), K–Kt3, and where is the mate next move? Or 1. P–B8(Q)ch, Q×Q; 2. R×Rch, K–K2; 3. P–B6ch, K×BP or 3. B–Kt5ch, K–Q3; or 3. P×P dis ch, B×Q. Mates in five abound, but not mates in four (players, even now, sometimes think of this fastidious distinction as a recent tendency).

The editor had some excuse for his carelessness. He was Howard Staunton and engrossed just then in the Herculean labour of organising the first international chess tournament ever held, the Great Tournament of 1851.

BOOKS OF THE DAY.

IMPERIAL INDIA AND CHURCHILLIANA; THULE AND PRACTICAL JOKES.

THIS year is the centenary of the outbreak of the Indian Mutiny—one of the most astonishing memorials to those recurrent periods when the British lose their otherwise incredible capacity for the art of government. Mr. James Leasor, in "**The Red Fort**" (Werner Laurie; 21s.), retells the story of the siege of Delhi in that fateful year. The Red Fort was the old stronghold of the Mogul emperors, built to satisfy the whims of the Shah Jehan. Ironically, its defences had been strengthened by the great engineer Robert Napier himself only a few years before. In it there lived (rather than ruled) the last of the Moguls, aged 90, and relying for such pleasures as were left to senility on the substantial pension granted him by the East India Company. But if he was old and decrepit, the last Shah nevertheless represented a rallying-point of Mohammedan and Hindu alike. There was a Chief Commissioner in Delhi to look after "John Company's" interests, and a certain number of British officers and civilian officials. As, however, all the defensive strategy of India was directed at a threat from the north-west and the classical invasion routes into the country, it was not considered necessary to maintain any large European force in the city, the defence of Delhi in an emergency being entrusted to the great cantonments at nearby Meerut. There, on the fateful Sunday of May 10, 1857, the combination of the incredible inefficiency of the garrison commanders and the rumour which spread through the ranks of the sepoys like wildfire that their new cartridges had been greased with cow's fat or pig lard (equally repugnant to Hindus and Muslims respectively), touched off the spark which exploded the Mutiny. In the face of almost unbelievable supineness on the part of the European commanding officers, the sepoys, having massacred such of their officers and their families as they could lay their hands on, and having burnt the barracks, set off to Delhi. This was the focal-point, historically, militarily, and as Mr. Leasor says, psychologically, for any successful attempt to overthrow the British Raj. The old King was as embarrassed by the incursion of the mutineers as his corrupt and indolent sons, the Princes, and his favourite young wife, were delighted. If the whole of the Punjab—and indeed, the whole of India—was not to be lost, it was clear that a major attempt to wrest Delhi from the mutineers must be made. A scratch British force of the survivors of the Meerut and other mutinies, together with a number of native troops whose loyalty was in doubt, numbering at the outside never more than 6000, set off to besiege the Red Fort, with its seven miles of fortifications, the vastly superior fire-power of its guns (in size, range and availability of ammunition) and a garrison of 40,000, many of whom (particularly the gunners) were as skilled as British leadership could have made them. Mr. Leasor tells the story of this remarkable siege—where the besiegers were on the defensive—clearly and without superlatives. Indeed, my only criticism is that he hardly does sufficient justice to the amazing achievements and incredible endurance of the British forces, while to trace an apostolic descent from the mutinous sepoys of Meerut to the equivocal activities of Mr. Nehru is to have unjustified hindsight with a vengeance.

It is curious to think that Sir Winston Churchill saw his first action on the North-West Frontier as the result of the intervention of Field Marshal Lord Roberts, who was young Lieutenant Fred Roberts at the time of the siege of Delhi, in which he covered himself with glory. Mr. F. B. Czarnomski has produced an admirable book—in dictionary form—called "**The Wisdom of Winston Churchill**" (Allen and Unwin; 25s.). He has hit on the excellent plan of letting Sir Winston speak for himself in quotations which cover his entire career. Clearly he cannot go wrong.

The needs of global defence have involved many casualties, not least among the Eskimoes of the Arctic. M. Jean Malaurie, in "**The Last Kings of Thule**" (Allen and Unwin; 21s.), describes how, a bare six years ago, he lived among the Polar Eskimoes of Greenland in Ultima Thule, which was then the northernmost outpost in human occupation. Since then, however, many thousands of American engineers have transformed the stronghold of the "last Kings of Thule" into a huge air base, and the Eskimoes have retreated before the advance of civilisation still nearer to the Pole. M. Malaurie, in this pleasant book, describes this hardy and primitive race with the friendly pen of one who came to love them.

"**Grand Deception,**" edited by Alexander Klein (Faber; 21s.), is a splendid symposium of practical jokes, hoaxes and frauds culled from all over the world. The stories are admirable, though perhaps there is an overweighting of the book in favour of those from across the Atlantic. Having heard it at first hand from the author during the last war, I was interested to read E. H. Jones's account of how he got out of a Turkish prison in World War I. To my mind, there is only one flaw in the book. This is the failure to include more than one of the admirable hoaxes of the prince of practical jokers, the late Horace de Vere Cole.

E. D. O'BRIEN.

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THE WORLD OF MOTORING.

CAR OF THE MONTH—THE VAUXHALL *CRESTA*.

By LIEUT.-COLONEL A. G. DOUGLAS CLEASE, B.Sc., A.M.I.MECH.E.

ONLY in a few details does the 1957 Vauxhall *Cresta* differ from its predecessor, and most of those are concerned with the styling. Thus, looking at the car from front to rear, one sees that the radiator grille now has horizontal slats, the body side panels are relieved by a long shallow flash of contrasting colour framed by chromium-plated beading, and the rear wings end in chromium-plated bezels carrying the flashing direction indicators, reflectors and stoplights neatly grouped together.

There are two technical differences as well; the compression ratio has been raised from 7.3 to 1 to 7.7 to 1, and a new *Zenith* 34 VN carburettor having two venturis is used to give reduced fuel consumption at light throttle openings. Thus some improvement in both performance and fuel economy may be expected, and a three-day road test showed that it is realised.

The *Cresta* is the most luxurious of the Vauxhall range and it is very comprehensively equipped. It is offered in seven different colour schemes, and the test car was in claret red with Dover white side flashes. The interior trim was in a combination of grey nylon and light grey Elastofab, although leather upholstery is an alternative choice. Additional layers of foam rubber give extra seating comfort, a heater is built into the fresh-air ventilation system, and such refinements as electric clock, cigarette-lighter, screen-washer and courtesy light, switched on by opening any door, are provided.

It is not a large car, its wheelbase being only 8 ft. 7 ins., but its four-door four-light saloon body is really roomy and the width of the front and rear seats allows three persons to be comfortably carried on each. The bench-type front seat is easily adjustable, and the steering wheel and pedals are well placed so that the driver feels at ease. Good vision ahead is afforded by the wide curved screen, which now has a two-speed electric wiper with twin blades, but the bonnet is a little on the high side for the near wing to be seen.

The rear seat has a wide central folding arm-rest, which adds to comfort when only two persons occupy it, and there are arm-rests on all doors. The passengers sit well within the wheelbase, and the boot provides 15 cub. ft. of luggage accommodation.

A light in the boot switches on automatically at night when the lid is opened, and the boot lid is spring-loaded for easy opening when the push-button release is operated. Incorporated in the push-button is a lock, the key of which differs from the door and ignition key, so that the boot can be left safely locked when it is necessary to leave the car in a garage with the doors unlocked. As the spare wheel is carried beneath the boot, the floor is flat and unobstructed.



"THE MOST LUXURIOUS OF THE VAUXHALL RANGE": THE *CRESTA*. THE 1957 MODEL HAS A LONG, SHALLOW FLASH IN CONTRASTING COLOUR TO RELIEVE THE BODY SIDE PANELS, HORIZONTAL SLATS IN THE RADIATOR GRILLE AND IMPROVED PERFORMANCE AND FUEL ECONOMY.

In order that the character of the car may be fully appreciated, it appears desirable to give the following technical details. The 6-cylinder engine is over-square, having a bore of 79.37 mm. and a stroke of 76.2 mm., so that its capacity is 2262 c.c. It develops 67.5 b.h.p. at 4000 r.p.m. The gear-box provides only three speeds, and in conjunction with the hypoid bevel final drive, the overall gear ratios are 12.8, 6.7 and 4.125 to 1, which appear well suited to the engine characteristics. The unladen weight is 23 cwt., a low figure for a car capable of transporting six persons in comfort, and due in some measure to the integral construction.

Particularly smooth and quiet running throughout its operating range, the engine is very willing to turn over at high r.p.m. At the same time it is very flexible, so that the driver may make frequent or little use of the gears, according to his style of driving. Thus, many will be quite willing to use first gear merely to roll away from rest, changing up to second at, say, 10 m.p.h. and to top at 30 m.p.h. Top-gear acceleration is quite good even from 10 m.p.h., so why in these days waste petrol and rubber unless one is in a hurry?

On the other hand, first gear will take the car up to 30 m.p.h. and the second gear maximum is 60 m.p.h., so that when there is reason to use it, very much swifter acceleration is possible. In its top-gear acceleration at the lower end the benefit of the slightly higher compression ratio and of the new type of carburettor is discernible. Even from about 5 m.p.h. on top the *Cresta* accelerates smoothly and without snatch.

Certainly there is no reason to avoid changing gear, for the steering-column lever is easy to operate and precise in its movements, and the synchro-mesh mechanism for top and second ensures noiseless engagement. A good feature of the box is its quietness on second gear.

Indeed, the *Cresta* is a pleasing car to handle in many ways. Apart from a smooth and willing engine and a transmission which suits it admirably, it has light and accurate steering, quite adequate brakes, and a suspension system that provides both comfort and good road-holding. The steering gear is Burman re-circulating ball type, and a flexible coupling in the steering column prevents the transmission of road shocks to the two-spoked wheel. There is slight under-steer, and just sufficient self-centring action.

Hydraulic brakes have an ample lining area, over 100 sq. in., and call for only moderate pedal pressures in normal applications. In an emergency stop, however, the driver does have to exert an appreciable effort, but in fairly fast driving the brakes showed no symptom of fade and remained very consistent. The handbrake lever of pull-up type is well positioned at the end of the driver's seat.

During the test run both dry and wet road surfaces were encountered, but the road-holding never led to a loss of confidence, although the springing is comparatively soft and in fast cornering some roll can occur.

Altogether the *Cresta* is an admirable example of the family saloon at a moderate price, £961 7s., including purchase tax. It can exceed a speed of 80 m.p.h. and is quite willing to cruise at 60 or even 70 m.p.h. for as long as the road will allow. Moreover, its fuel consumption is unusually low for a car with a 2¼-litre engine, an overall figure of 30 m.p.g. being obtained when the average speed over a give-and-take road was as high as 40 m.p.h.

It is obvious that considerable thought has been given to those little details that make for comfort. For example, the glove-box in the fascia has a private lock and also an interior light; the light switch when turned dims the instrument lighting; the rear passengers have foot-rests; and twin sun visors are fitted. A wide range of approved accessories is available as optional extras, and includes radio, fog lamps, seat covers, parcel shelf and exterior sun visor.

MOTORING NOTES

New lubrication charts have been published by C. C. Wakefield and Co., Ltd., makers of Castrol oil, for the Fiat 600, New Ford *Consul*, *Zephyr* and *Zodiac*, 2.4-litre Jaguar, Standard *Vanguard III* and Estate car, Sunbeam *Rapier*, Wolseley 15/50 and Wolseley 6/90. Copies may be obtained free on application to 46, Grosvenor Street, London, W.1.

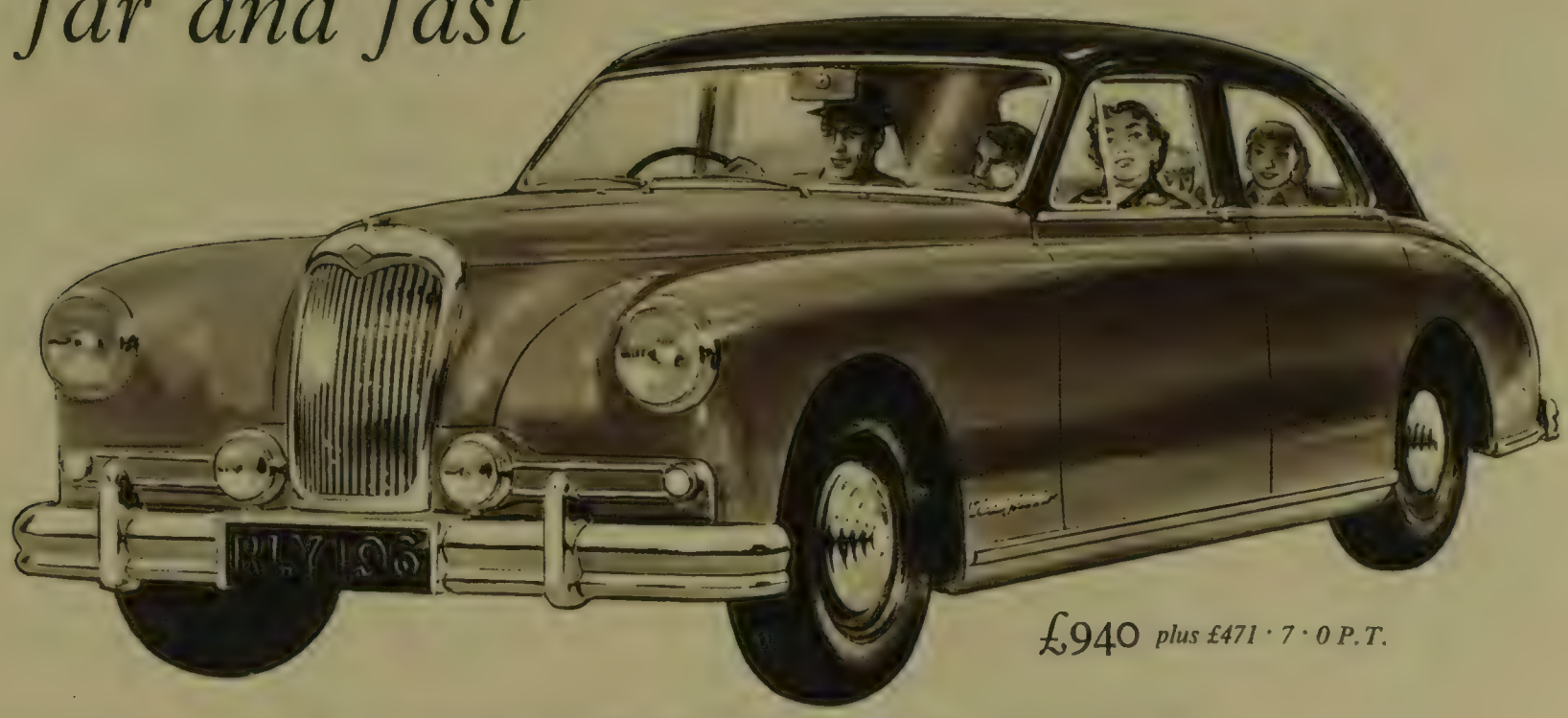
The Brussels Automobile Salon, which normally takes place during January, will not be held this year. The Turin Show will be held from October 30 to November 10, instead of in the spring, following the Earls Court Show from October 16 to 26, and the Paris Show from October 3 to 13.

The Monte Carlo Rally has been cancelled owing to the present petrol situation. The event was due to take place from January 22 to 29, and 351 entries had been received, of which 115 were by British drivers.

On January 1 the section of the Road Traffic Act which deals with parking meters came into force. Local authorities can now, therefore, put forward their proposals to the Ministry of Transport for the setting up of parking meters.

The importance is emphasised of anti-freeze in radiators being maintained at the correct strength, in order to obtain full protection against frost. The strength of the solution is easily checked by means of a new Bluecol tester which has been introduced by Smiths Motor Accessories Ltd.

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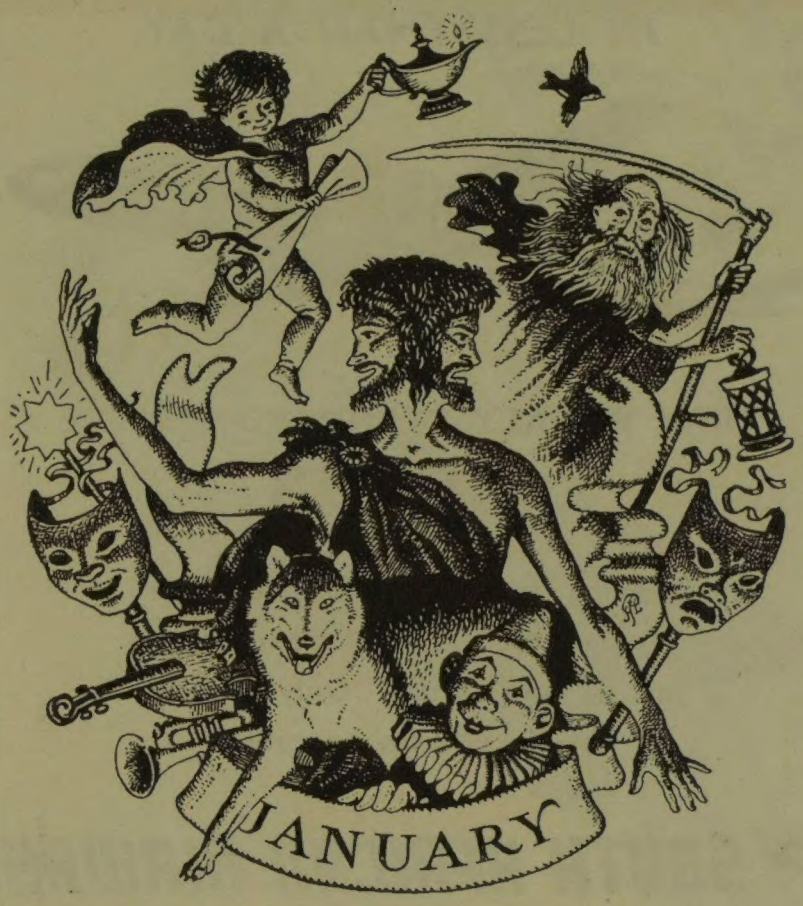
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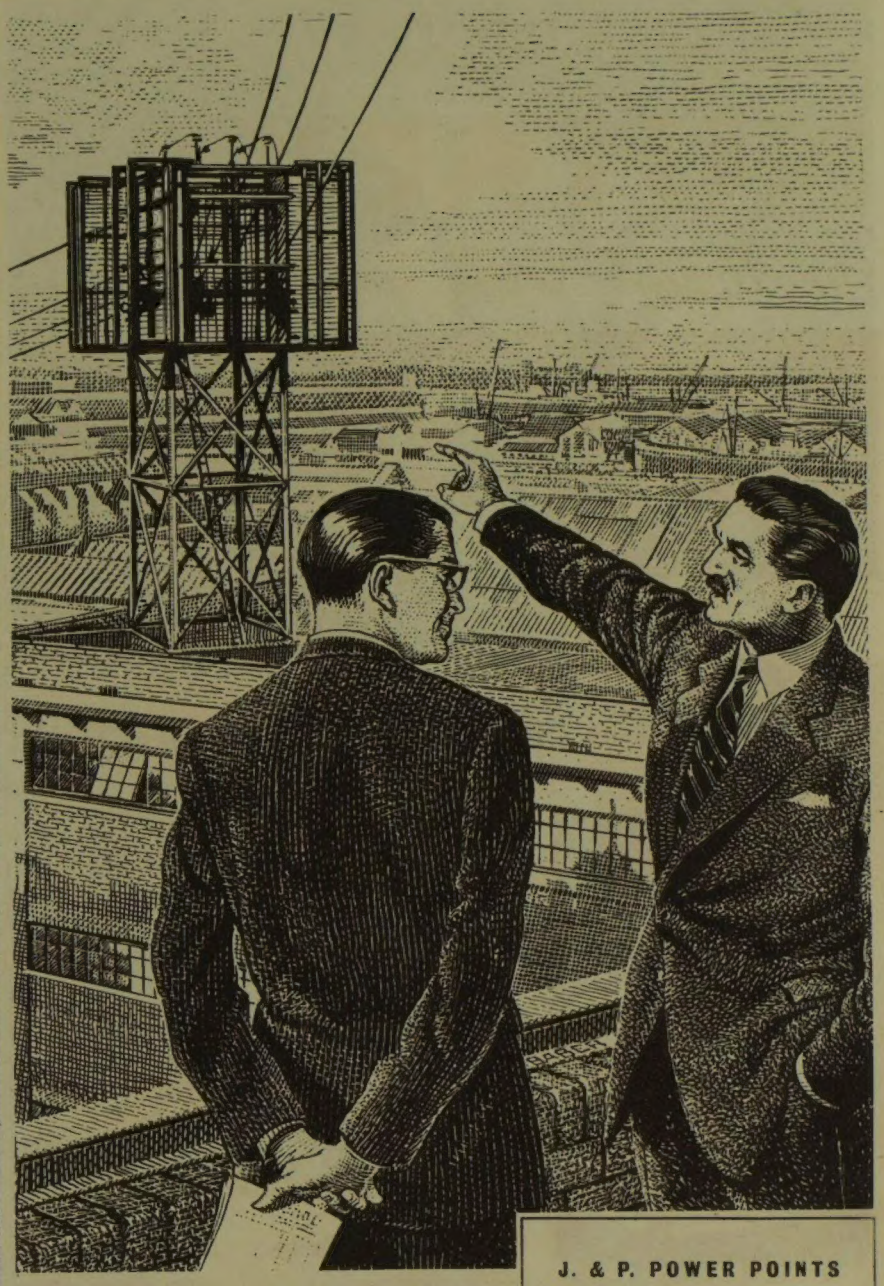


The Saxons called the first month 'Wulf Monath' and no doubt they had their reasons. In our calendar, however, the name derives from Janus, the Roman deity who kept the gate, looking simultaneously back into the past and forward into the future.

WINTER isn't what it was. There may or may not be snow and ice and arctic winds, but no wolf slinks after you with calculating eye as you go to circus, pantomime or play. And two-headed gods, if they came your way, could expect to receive no better welcome than that accorded to pennies which, by art or nature, have been similarly endowed. Yet this is to do Janus less than justice. There are many occasions when two heads are still better than one, particularly if the second 'head' is ours. And there you have the reason why so many people habitually 'talk things over with the Midland' before they take action in matters of business and finance.

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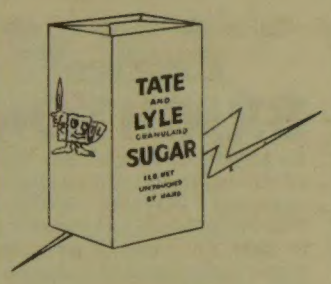
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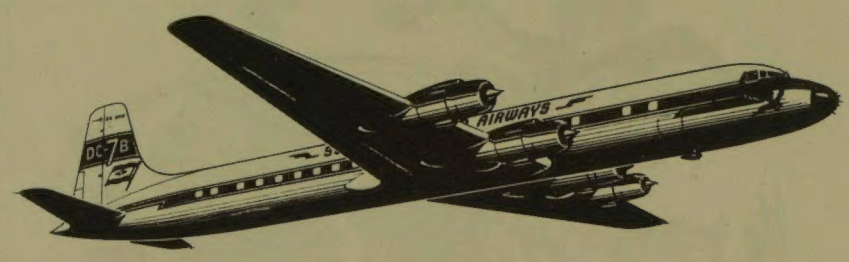
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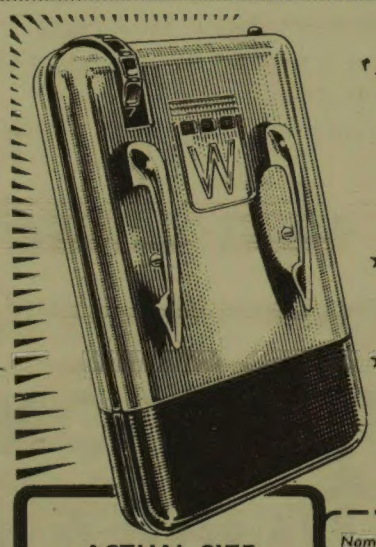
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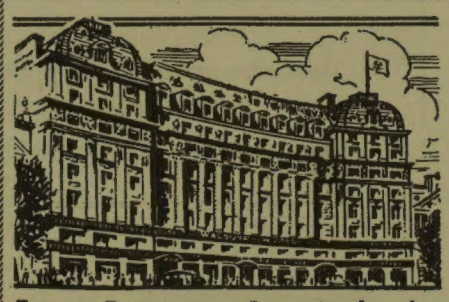
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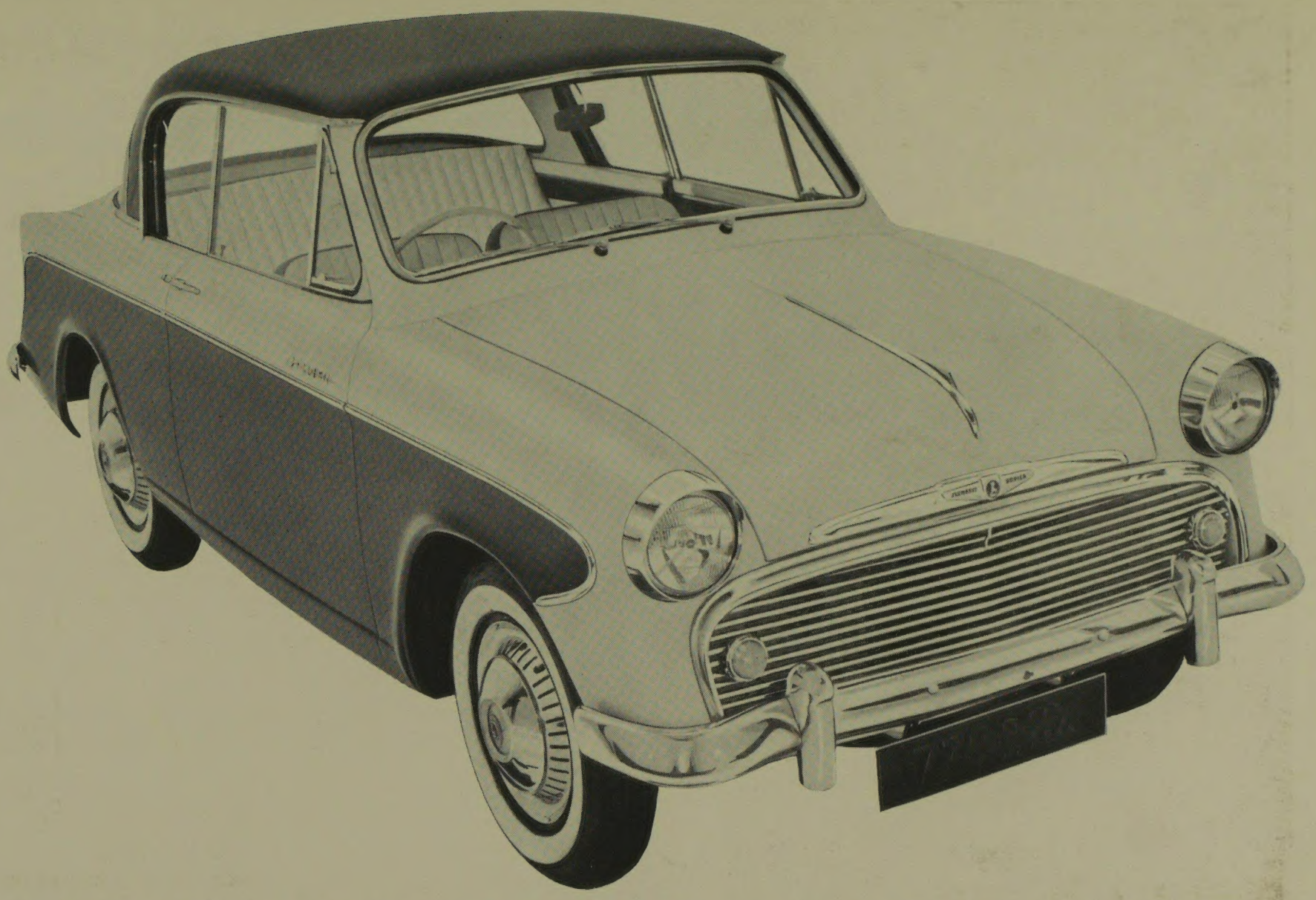
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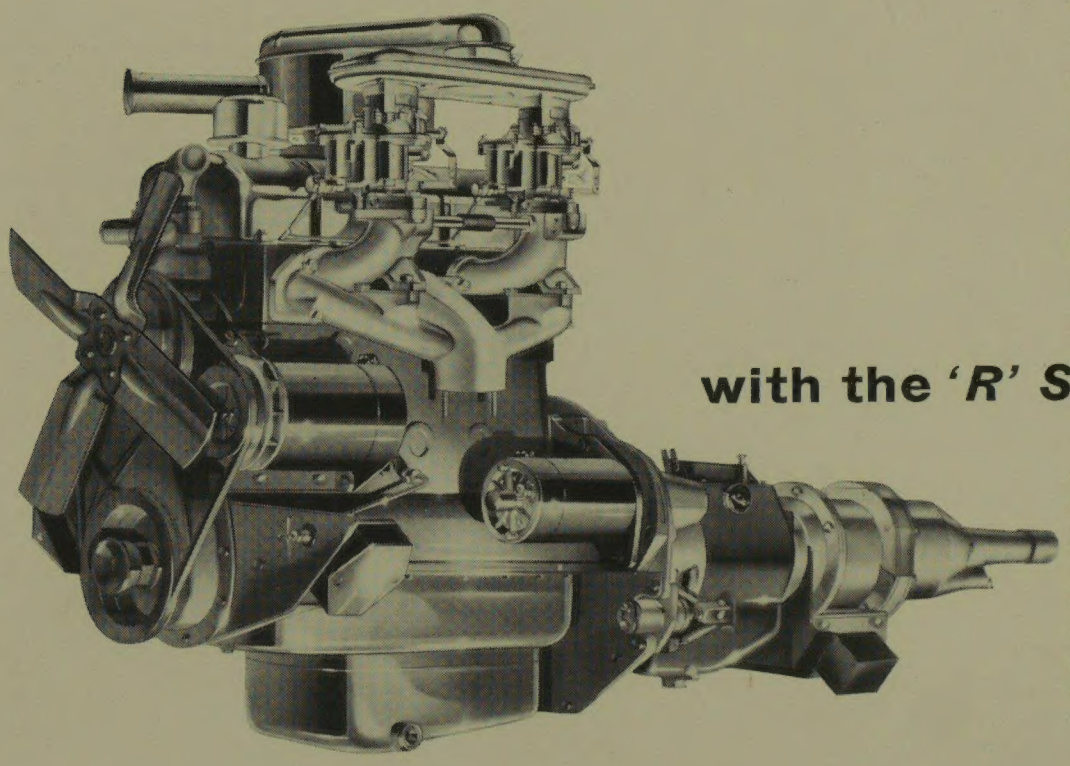
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